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LABOUR'S FOREIGN POLICY

[By J. RAMSAY MACDONALD, M.P.]

The following is the first of the articles which Mr. Ramsay MacDonald has specially written for the *Sunday Times* outlining the objectives of Labour's foreign policy.

I have been asked to give answers to four questions, the first of which is: What, in my opinion, would be the relations between America and Great Britain under a Labour Government?

The relations between Great Britain and America form a peculiarly delicate subject for discussion. There are, unfortunately, plenty of my countrymen who do not see this. Is not America an English-speaking nation? Does it not belong to the community of Anglo-Saxon peoples? Do not that fact and that mistake mean that, of course, America must be our ally in our world projects, and that it and we together have common tasks to perform in the history of mankind?

As a matter of fact, whilst nothing may be more desirable than such a companionship in well-doing, it is not to be secured from the more elementary nature of things, but only by a patient process of understanding each other, of removing very serious difficulties and obstacles, of creating a mutual confidence, which does not exist as yet; and for this I am not at all sure that both countries will have to be driven together by dire world events as well as by whatever objects they may have in common.

POLICY OF WORLD PACIFICATION.

A Labour Government would regard any aloofness on the part of America as a calamity; but it would go further than that. It considers its own world policy of pacification and reconstruction, of democratic development and freedom, as so essentially akin to the spirit and purposes of America, that America would find it hard to withhold what help it could give to us in our work.

We know America's difficulties; we respect America's suspicions. The American people are drawn from many diverse sources. They have crossed the Atlantic with many bitter memories in their hearts. Their thoughts of Europe and of ourselves have been anything but friendly, and they have no intention of allowing the mighty State which they have done their full share in building up to become an adjunct to any European Power, or to get mixed up in the diplomatic confusions and nationalist ambitions of European policy. Who can blame them? What is there in our records to entitle us to be superior judges or censors of their isolation?

The British Labour Party, however, comes fresh and free into the field. Whatever mistakes it may be its fate to make, it is not responsible for the past. Above all, it sees quite clearly that for the future we need a new diplomatic method, a new courage for peace and justice, a new faith in national and personal freedom, a new energy in democracy. The memories which make America suspicious, the various racial grudge which make it vigorously determined to keep away from European entanglements, cannot regard a Labour Government in the same way as they would any other Government.

A SANE OUTLOOK.

Should Labour come into office it will inherit a past. It will not begin its work with the vanity of a child thinking it can begin all things from the beginning again. All impressions given to the contrary are but the partisan expedients devised by political opponents to stampede electors by fear. We shall take the world as we find it, and, in relation to what we consider its future ought to be, we shall devise our policy. America's remoteness in space has made it an on-looker, and it has been anything but edified by what it has beheld. The ideas of democratic control and democratic aims to which the Labour Party has held steadfastly, and upon which it has built up what success it has won, enables it to see more plainly than other parties the American point of view, and, whilst living in the entanglements, it has been able to draw itself apart from them, see them with an American objectiveness, and propose remedies with the clearness of vision and freedom of a spectator. Thus it comes about that a Labour Government performing its task of disentangling the confusion of European politics to-day could not help receiving the sympathetic attention of the American people.

To think of an American alliance is both stupid and dangerous; to dream of American goodwill and help is natural for any Government honestly and disinterestedly pursuing a policy which the best elements in America, East and West, must regard as good. That is the conviction of British Labour.

TO DISESTABLISH MILITARISM.

The main objective of a Labour Government would be to disestablish militarism, not merely as an organisation, but as a trust, and to put an organisation of law, of conciliation, and of equity in its place. It would also disestablish the old methods of diplomacy, which on principle withheld information from the masses of the people, acted for them, and committed them without consulting them. Diplomacy as we have known it has had a pronounced smack of the primitive man about it; it has been a survival in our Constitution as our atrophied eyelids have been a survival in our bodies; it has been out of touch with modern political ways, and it is now a bar to the co-operation of democracies for peaceful and human ends. America has always been willing to help Europe and to take its part in the general human progress. It has only asked for a guarantee that its help is to be effective, is not merely to aid European nations out of one mess so that they might plunge into another; is not to mix up America in trouble rather than get other people out of it. The policy of a Labour Government will remove the hindrances to the co-operation of America and in so far as solving the large moral political problems of the world will be made easy.

But, it is said, the trade and financial policy of a Labour Government will make co-operation with America impossible, and we are sometimes even told by a kind of Fascist coterie which occasionally shows itself here that America would impose a blockade on foodstuffs upon us by reason of some Bolshevik action which in their nightmares they see as undertaking. No party will fulfil its international obligations with more scrupulous care than the Labour Party. The responsible leaders of Labour, both on its industrial and its political sides, have shown again and again that to them an agreement is an agreement. Our Labour movement has never had the least inclination to try short-cuts to the millennium; if it had, the Russian example would have cured it.

REAL MENACES TO FRIENDSHIP.

There is far more menace to the friendly relations between America and ourselves in a new Tariff Bill introduced in Washington, or a Tariff Reform agitation conducted here from Tory headquarters—certainly far more in the disgraceful conduct of the liquor interests in conspiring to violate the Law of America—than there would be in the domestic policy of a Labour Government ruling here in the interest of the mass of our people. One has only to sit in the House of Commons and observe the behaviour of the Labour Opposition and the Government benches respectively to see how a Government drawn from the latter would pursue a policy of consistent friendship and co-operation with the people of America.

Therefore, I answer the first question put to me by saying that the advent of a Labour Government ought greatly to improve the chances of America and ourselves co-operating (certainly not alone, for that does not enter into my mind) to increase the amount of peace, liberty, and justice in the political affairs of the world, and should that expectation be unfulfilled it would be the failure of one of the most cherished dreams of the Labour Party.

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R. RODENFUSCH, Acting Agent.

Hongkong, 4th January, 1924. [153]

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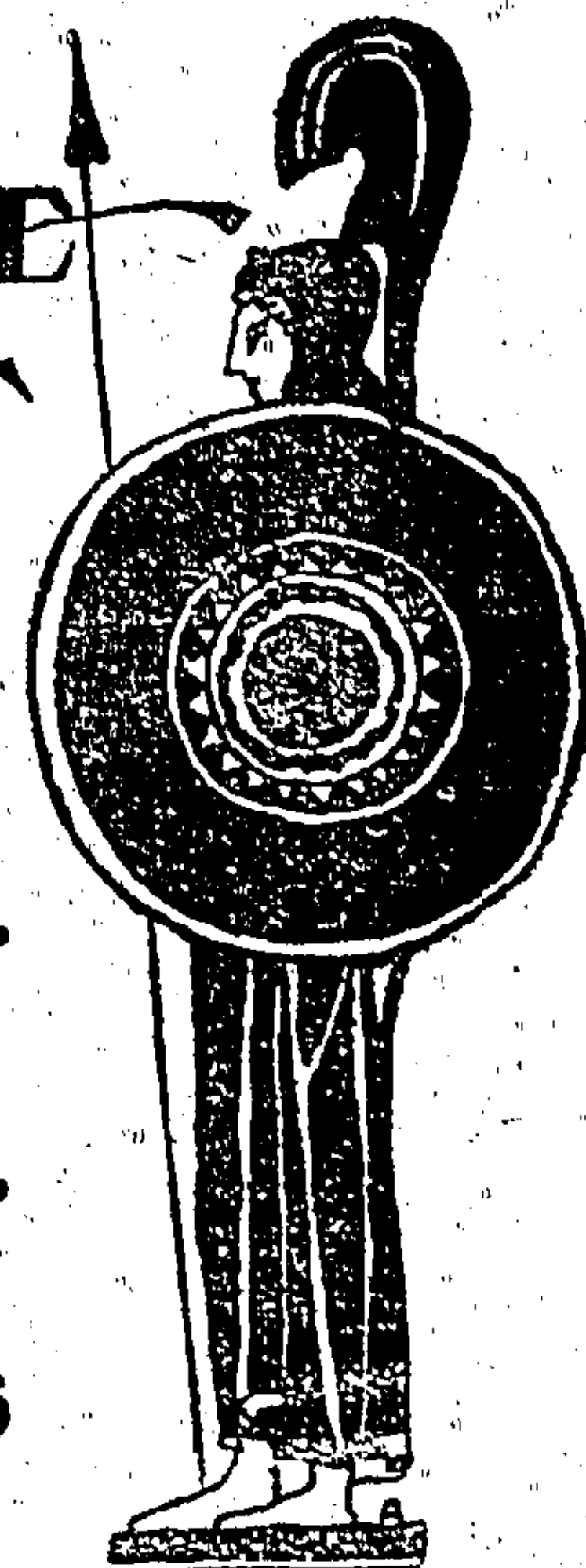
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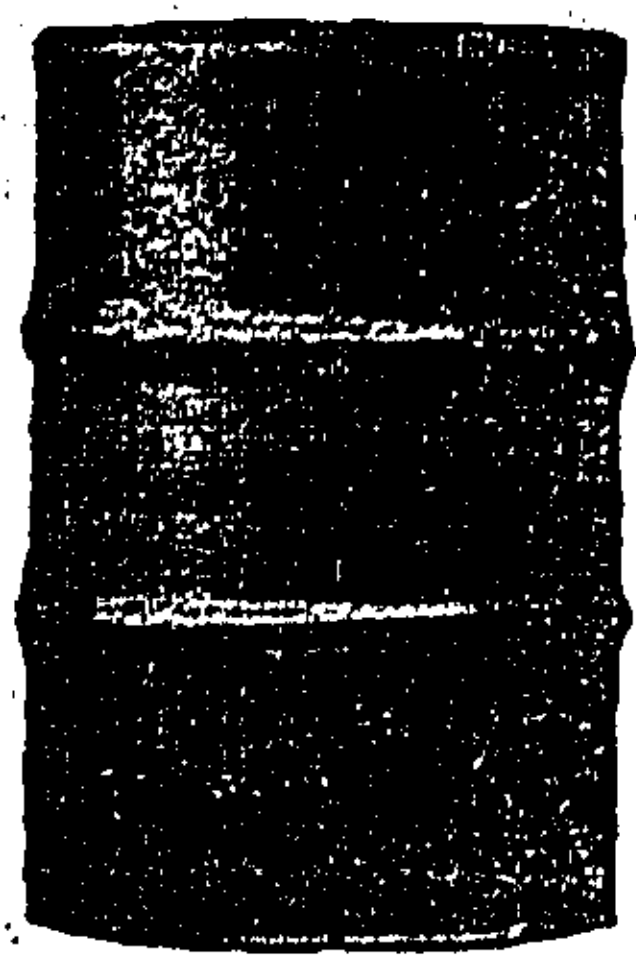
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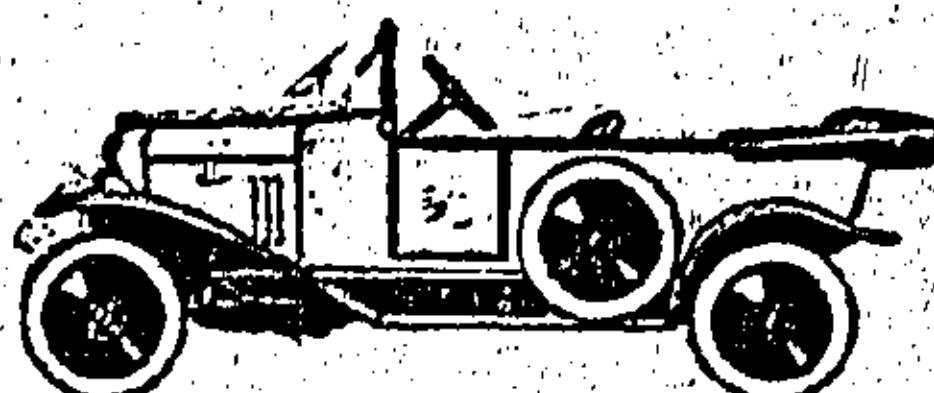
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[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, November 28th.
Frost spoiled Rugby, and the North versus South of Scotland International Trial, at Aberdeen narrowly escaped postponement. All other games had to be abandoned. The victory of the North, 8 points to 0, was well deserved, and not unexpected, for many good judges of the game in the Border district had previously expressed their opinion that the Border Selection Committee had performed their duties in a curiously perfunctory fashion. This was especially the case with the three-quarters, all of whom might readily have been improved upon. The North forwards were splendidly led by R. Howie (Kirkcaldy), the old Edinburgh University, Blue and Inter-City player. W. G. K. Findlay (Perthshire), who used to play for Glasgow Academicals, was also strongly in evidence, and J. MacLeod (Aberdeen Grammar School F.P.) was very good. The eight were well together all the time, whereas the South pack were good and bad by turns. The North backs were also a shapelier company. D. McGregor (Aberdeen Grammar School F.P.) who distinguished himself not a little in last year's trials, being the hero of the game, while Webster, on the other wing, also rendered fine service to his side. W. E. Bryce, the Scottish International, did a power of work behind the scrummage for the losers, but was far from well supported. W. Moffat, Hawick's whirling forward, was the best of the South's third line. He made several good breaks through in the centre, but invariably finished weakly. G. L. Pattullo and T. Waddell were both reliable at back, but the 1920 International is probably the sounder tackle. POSITIONS UNCHANGED IN LEAGUE.

The frost-bound grounds influenced league fixtures, and the results on the whole did not affect the placings of the clubs. The most notable event was that Rangers had to be satisfied with a draw. It was their fourth this season, and they have yet to suffer a reverse. Their opponents were from Airdrie, who retain second place, and the game was of good quality all through, despite the treacherous footing. Raith Rovers drew with Hearts, the five club being slightly below recent form. Dundee visitors to Hamilton, also forced a draw. Celtic at Paisley gained the full reward. Queen's Park have had a run of bad luck, and are second from the bottom of the table. THE PRICE OF A FOOTBALL PLAYER.

The rumoured transfer, at a record price, something in the neighbourhood of £10,000, of Andy Wilson, the great Scottish International footballer, from Middlesbrough to Chelsea, brings to the front once again the peculiarities of football finance. There are a multitude of limitations in regard to the financial considerations which a player may receive, but in the trafficking between clubs for particular men there is no monetary restriction. As a result, it often happens that a player is sold by one club to another for a sum far in excess of what the player can ever hope to earn from the cleverness which makes him so valuable. To the layman, who cannot fathom the why and wherefore of football legislation, it would appear that a great player who appears before tens of thousands of spectators at each match is as much entitled to make a fortune out of his art as a famous singer or pianist. As things are, however, he is the one person who can never amass wealth out of his cleverness, though a Club can.

THE HARDEST JOB.

Mr. Bromley, the secretary of the Engineers' and Firemen's Union, says that a fireman on one of the new express engines of the Great Western Railway must use his shovel 2,075 times in an hour. A commentator on this statement in a London paper writes:—

Two thousand and seventy-five times an hour! Work this out, and it comes to 34 times a minute. To me it seems incredible that any human being could continue working at such a pace. But the statement brings up the interesting question as to who works hardest—what class of workman expends the greatest amount of muscular energy in a given time?

My gardener, when I spoke to him on the subject, at once said "The Ditcher," and explained that digging out stiff clay and lifting each shovelful and throwing it clear was by far the most exhausting form of labour with which he was acquainted.

The hardest work that I ever did was sawing logs with a crosscut saw, the other end of which was a burly Negro. The very fact that I was white and he coloured, forced me, for pride's sake to keep pace with him.

This brings me to the point that the hardest work is that which by its very nature does not allow of rest.

Take the driver of a motor-omnibus. Steering so large and heavy a vehicle is in itself a big physical effort, and to this is added the necessity for constant and intense watchfulness. Then, owing to the crush of traffic, he has to stop at very short intervals. Each stop means taking out his clutch, taking out his gear, putting on his brake; each start entails these processes reversed. In his eight-hours day he has to do all this between four and five thousand times. His work is surely harder than that of a labourer which I should classify as very severe is that of the dock-er. The loading or unloading of ships and barges usually implies working against time. A man is one of a gang, of a human chain, and has to keep going hour after hour with scarcely a moment to wipe his brow.

I have known of a case in which four men weighing by hand 800 bags of cement, each weighing 200 lb. in one day. I have read of another in which a similar number of men, forming a chain, unloaded 35,000 wooden paving blocks at a Chelsea wharf in 10 hours. Work it out; it comes to one block per second!

INTIMATIONS

HONGKONG JOCKEY CLUB

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the CLUB will be held in the Board Room of Messrs. JARDINE, MATHESON & CO., LTD., on THURSDAY, the 10th January, 1924, at 5 P.M.

The purposes for which the Meeting is called are:—
(a) To confirm the following resolutions passed at the Extraordinary General Meeting held on 12th December, 1923:

1. That the Rules of Racing by the Hongkong Jockey Club be amended by adding after Rule No. 11 the following Rule:—
11a. After the Annual Race Meeting 1924 a China Pony is a horse measuring 13 hands 3 inches and under.
2. That the said Rules of Racing be amended by striking out Rule No. 77 and substituting the following:—

77. The weight for China Ponies shall be 140 pounds for 12 hands with an additional 3 pounds for every complete inch above that height. Fractions of an inch to count in favour of the Pony. Any Pony measuring 14 hands (fractions of an inch to count in favour of the Pony) and under shall be eligible to compete at the Annual Race Meeting in 1924 in any race reserved for China Ponies. After the Annual Race Meeting 1924, any China Pony which measures over 13 hands 3 inches, to be ineligible to compete in any race reserved for China Ponies (fractions of an inch over 13 hands 3 inches not to count).

77a. After the Annual Race Meeting 1924 the Stewards may refuse to accept the entry of any Pony which in their opinion is not a China Pony. They may, at their discretion, appoint a Committee of Inspection. The Stewards' decision shall be final.

3. That Rule No. 34 of the Rules and Regulations of the Hongkong Jockey Club be amended to read:—
34. The Stewards have power to draw up and settle the programme and fix the date or dates for any Race Meeting.
4. That Rule No. 76 of the Rules of Racing made by the HONGKONG JOCKEY CLUB be unchanged.

(b) To propose a resolution adopting the revised Rules and Regulations of the Club as circulated to the Members in which the following new provisions have been made:—

1. For the division of the Members of the Club into Voting and Non-Voting or Ordinary Members.
2. For Lady Racing Members.
3. For the increase of the Entrance Fee to the Club.
4. For Visiting Members.
5. For the appointment of a Secretary.
6. For the alteration of the date upon which subscriptions are payable and other minor alterations.

By Order

C. B. BROWN,
Secretary.

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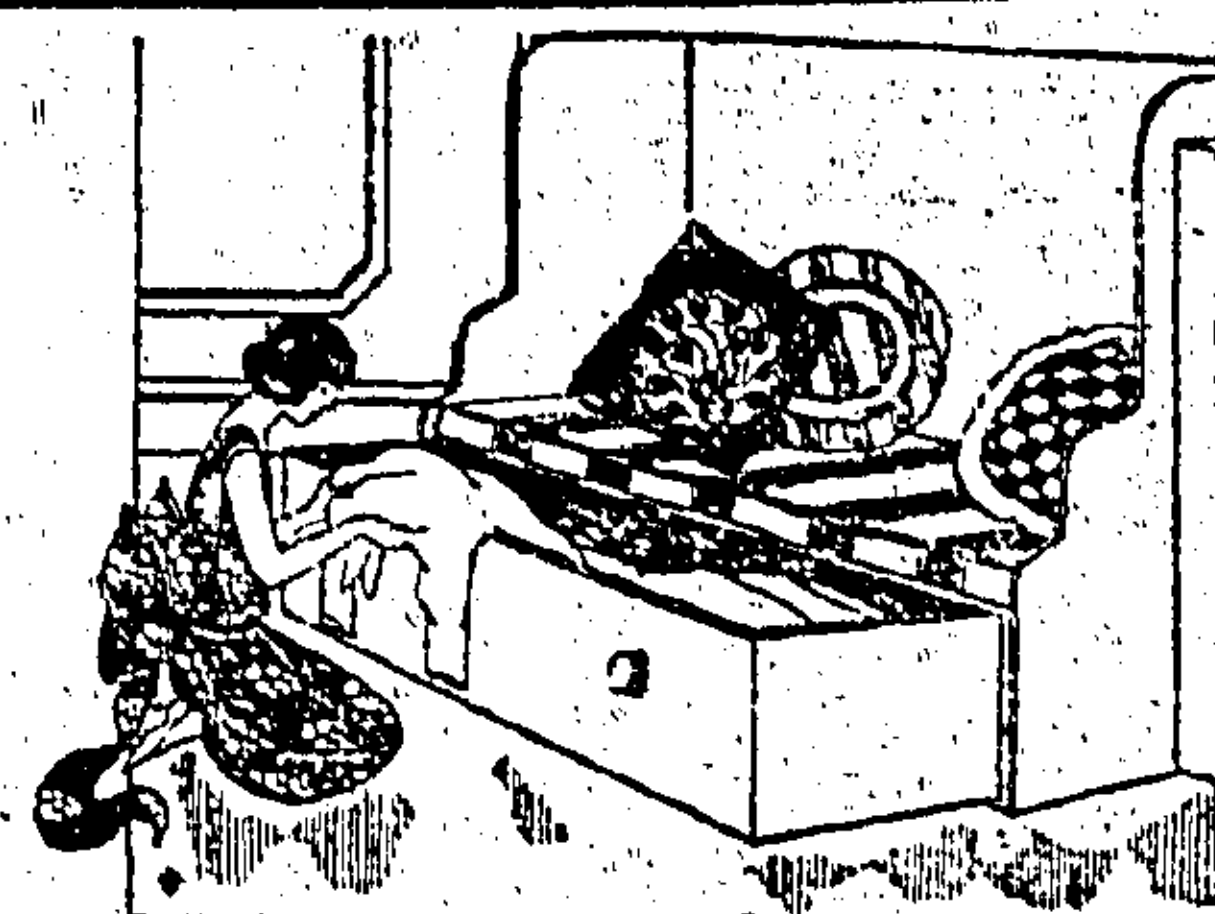
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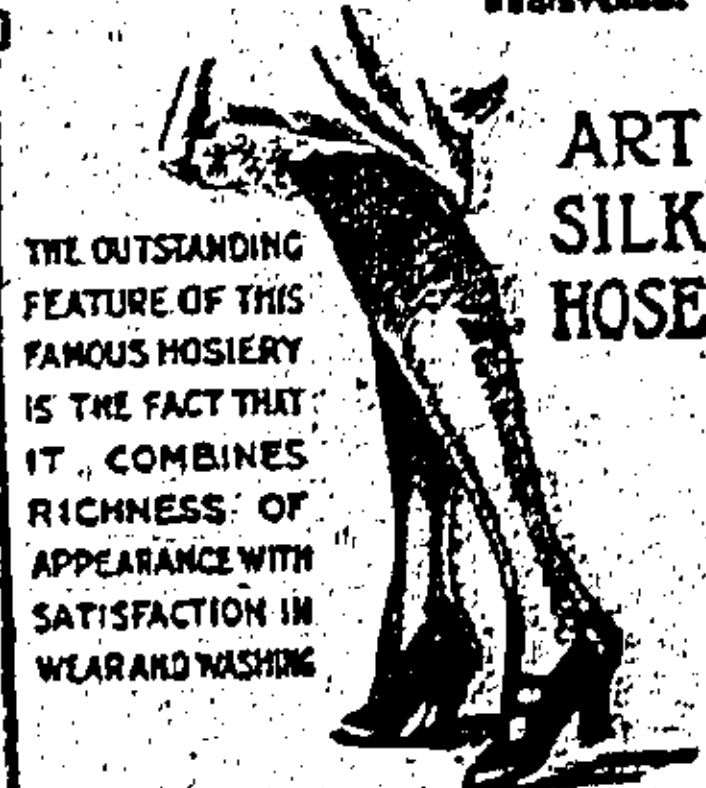
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ACTION, NOT ATTENTION
WANTED.

In the course of his message to Congress, President Coolidge said—

"The conditions of the insular possessions, on the whole, are good. Their business is reviving and they are being administered according to law. That effort has the full support of the Administration. Recommendations from their people or government should have the most considerate attention."

The Manila Times commenting on this says—

"As a matter of fact, conditions in the Philippines cannot by any stretch of the imagination be characterized as 'good,' either from an economic or a political standpoint. Business has not been satisfactory, and a political situation of greater proportions than at any time since the Philippine insurrection has been arousing the popular passions to fever heat."

That the islands are being administered according to law is an announcement that will not startle the world; nor will the assurance that this effort is receiving the full support of the Administration. These statements will, however, arouse wonderment over the reasons why such a pronouncement was necessary; and we would have been only fair to those members of Congress who are not fully informed as to the Philippine developments of recent months, and to the people of the United States, for the President to have made a clear statement of the situation and of the motives underlying the Administration's attitude.

The President's statement that recommendations from the people of the Philippines or the Philippine Government should have the most considerate attention. With this the Times is thoroughly in accord, but it would also state that mere "attention" to recommendations from the Philippines will not solve the Philippine problem.

The Philippines have had "attention" from the Washington Government for a long time now. As a result they are now \$200,000,000 in the hole and political agitation more than ever is handicapping the economic development of the Archipelago.

We assume that when President Coolidge refers to the people of the Philippines, he includes all the inhabitants of the islands who pay taxes, have political standing under the law, have their permanent homes here and earn their livelihoods here. It is a fair presumption that Americans are included.

Now as for recommendations by the people, the Philippines recommend the granting of complete, immediate independence while the Americans have recommended the declaration of permanent American sovereignty under a territorial Government. But mere "attention" to these recommendations will serve no practical useful end. They must be answered with action in the form of institution of some definite policy in accordance with the deliberate judgment of the American people after they have heard and weighed all arguments in the case. If definite action on the desirability of which both Filipinos and Americans are in accord—he would have done something that would have contributed materially toward a solution of the Philippine problem. Instead he has evaded the real issue, just as his predecessors in office have done for a quarter of a century, and the situation remains, as it always has been, in a state of irritating flux and confusion, only to deepen the racial gulf and keep the islands from assuming their proper place in the economic life of the world.—Manila Times.

THE SMUGGLING OF
DRUGS.

SWITZERLAND'S POSITION.

The International Anti-Opium Association at Peking has issued the following: On November 14th, 1923, at Shanghai the Customs authorities seized on board the *Albatros* 300 pounds of morphine which had been shipped from Marseilles by Veron Grauer & Co., transport agents for Jackey Maeder & Co., of Basle, Switzerland.

Switzerland is the only European nation which has not ratified the Hague Convention and consequently has a free hand to indulge the "get-rich-quick" instincts of her merchants.

According to the consignment labels this consignment reached Marseilles on October 23rd, and presumably was put on board the *Albatros* a little earlier than a similar consignment of 500 pounds of morphine from Basle which was seized in Marseilles on November 4th. A Japanese named Miyagawa (of a firm of that name in Kobe), who was conducting these operations, was advised by the Basle firm to get out of the country after this last seizure, but being the head of a well-known smuggling gang he was arrested in London and is now doing three years in gaol. It is more than a suggestion that he got clear with one consignment of 500 pounds only for it to be seized in Shanghai. The loss of a thousand pounds of morphine valued at almost \$200,000 must be somewhat of a jar to the combine.

Switzerland, not having ratified the Hague Convention, has not supplied statistics of her narcotic imports, exports or manufacture to the League of Nations, but her traffic must be very extensive. A thousand pounds of morphine is shown above, and in the London trial the prosecuting counsel referred to 237,000 worth of heroin which the Miyagawa gang had succeeded in exporting through Hamburg in October. It is not time that some form of pressure be brought to bear on Switzerland to secure her ratification of the Convention in order to throw the responsibility of future narcotic traffic upon her Government, and not leave it as at present in the hands of her merchants.—Reuters' Pacific Service.

In a slashing and spectacular fight of fifteen rounds in Madison-square Gardens, on November 21st, Battling Siki was defeated on points by Kid Norfolk.

SPORT.

FOOTBALL.

Saturday's games resulted as under—

INTERPORT TRIAL.

Whites 4 Blues 1

HONGKONG LEAGUE.

Division I.

H.M.S. Harkins 0 South China 0

Division II.

H.M.S. Harkins 8 Scared Heart 0

South China "A" 5 Filipino Club 0

H.K. Club Res. 3 University 1

South China "B" 3 H.M.S. Harkins 2

Titanic Reserves 1 Club de Recreo 0

Kowloon Reserves 1 Hollyhock 1

East Surrey Res. 0 Demeter Res. 0

INTERPORT TRIAL.

This game, which was played at Happy Valley on Saturday, was spoiled somewhat by a strong cross wind that was blowing over the ground. Nevertheless some good football was seen, and the players all performed very creditably. McElvie won the toss and elected to kick towards the town goal. The Whites were the first to get away and Eaton tested Forsyth with a shot from thirty yards' range that the goal keeper had no difficulty in saving. The Blues attacked strongly and Bishop, failing to clear, let in Omar, who got well away on the wing before transferring to Castledine. The latter deftly passed the ball to Humberton, who sent in a terrific first-time drive from twenty yards' range that went just by.

Nash got away for the Whites and forced a corner off Duncan. The flag-kick was well placed and Eaton bundled the ball into the net; unfortunately he did it with his hand and the goal was disallowed. Charlesworth sent over a fine centre from the right and Nash tried hard to score but had his shot charged down by Wheeler. The right wing was again conspicuous when Charlesworth gave Eaton a nice pass. The latter ran through but from an awkward angle failed to find the net. The Whites were playing superior football and kept up a continuous pressure. Eaton had hard luck after a fine run, his shot going just by. Simpson got away for the Blues but stumbled when about to centre and the ball went behind.

The Whites opened the score with an unexpected goal. McElvie received possession and from about forty yards' range sent in a fine drive that completely deceived Forsyth and entered the top of the net. From the kick off the Blues got away and a faulty clearance by Wynne let in Castledine who scored with a left foot shot into the corner of the net. Wheeler miskicked at the other end and let in Johnson who forced Wheeler to concede a corner. The flag kick was sent behind. The Whites continued to have the best of the play and were doing most of the attacking. The Blues got away, but McElvie effected a neat clearance. The Whites took the lead with a splendid goal. Eaton received and drew the opposing defence before transferring to Johnson. The latter had very little time to dally with the ball, so he took a first-time shot at the goal which entered the corner of the net and gave Forsyth very little chance. This was easily the best goal of the match as the ball was in the air when Johnson shot, and it seemed improbable at first that he would reach it.

Keeping up pressure, the Whites should have gone further ahead. Charlesworth sent in a fine centre that travelled across the goalmouth to Nash. The latter was unmarked but from close range kicked by. Eaton worked hard to get a shot at goal, but the ball curved away from the upright. Charlesworth sent in a fine shot that Forsyth did well to clear. Simpson made a fine run on the left wing for the Blues, and from close in sent in a fast ground shot that Wynne gathered well and cleared. Eaton was again conspicuous at the other end, but after beating two opponents he kicked by. The Blues took the attack and forced a corner. Bishop headed clear but the ball was transferred to Begg who kicked by when attempting to centre. The Whites resumed the attack and McElvie, receiving from Maddlesworth, sent in a first time drive that went just wide of its mark. Omar made a quick run on the right but centred too squarely and McElvie cleared.

The Whites' goal was put in danger through Humberton, being fouled just outside the penalty area. Taking the kick Humberton sent in a fast shot which Wynne charged down, the ball returned to Humberton who kicked by. Eaton was again prominent at the other end but Forsyth effected a good clearance. The Blues got away and Stewart sent in a good drive from a free kick that Wynne saved well. The Whites returned to the attack, and Nash, receiving from the wing, sent in a drive from close quarters which Forsyth had no difficulty in saving, there being no sting behind the shot. Eaton gave Charlesworth a good pass and Wheeler did well to head the centre out of danger. Begg ran through for the Blues and it seemed as if the goal must fall; however a misunderstanding between Begg and Humberton resulted in Castledine receiving and sending in a slow shot which Wynne saved easily. The Whites got away and Eaton again tested Forsyth with a shot from close range that the goalkeeper saved well. Half-time arrived with the Whites leading by two goals to one.

The teams were re-arranged for the second half and they lined up as follows: Whites—Forsyth; Wheeler and Smith; McElvie, Stewart and Lelliott; Charlesworth, Eaton, Johnson, Nash and Begg. Blues—Wynne; Wynne and Bishop; Duncan, Mair and Post; Omar, Castledine, Humberton, Simpson and Maddlesworth. Begg got away from the start and transferred to the right. Charlesworth received and Lelliott running up put the Whites further ahead with a fast shot into the corner of the net. Wheeler robbed Humberton, but Castledine secured and sent in a fine shot that unluckily hit the cross-bar and rebounded into play. Simpson received but miskicked, and the ball was cleared. Stewart gave Eaton a good chance, and the latter shot well but was running down on the right, sent over a fine centre that Wynne saved splendidly. Eaton again did well and sent in a fine shot. Wynne failed to hold the ball but recovered and saved in great style. Eaton was injured in the leg but resumed with an effort, limping very badly. Omar showed a fine turn of speed on the wing and centred well, Wheeler heading clear. Eaton left the field at this stage.

The Blues kept up pressure and Castledine sent in a good shot which Forsyth saved well. Omar sent over another fine centre which Stewart cleared. Eaton re-appeared and gave Charlesworth a nice pass. The latter made ground but his centre went behind. The Whites pressed continually, most of the trouble being caused by the right wing, and Wynne and Bishop did well to keep them doing so. Bishop shot. Bishop handled in the penalty area and the Whites looked like increasing their lead. Wynne, however, made a great save from the spot kick which Eaton took, and turned the ball past the post for a corner. Keeping up pressure the Whites went further ahead through Eaton who gave Wynne little chance with a hot shot from close quarters that entered the corner of the net.

The final whistle sounded with the Whites easy winners by four goals to one. Their play was undoubtedly superior, and but for being opposed to such a fine defence they would have scored much more frequently. The outstanding player for the Blues was Stewart, who held the side together during the first half and gave a fine exhibition of football. Castledine and Begg were the best of the forwards, the former playing the best game and had had luck on several occasions. Wynne in goal for the Whites was very sound and had little chance with the shot that beat him. He brought off some fine saves. Wynne and Bishop were very steady full backs, Wynne being the soundest. McElvie and Lelliott were the best of the halves, the latter being exceptionally cool and steady. The forward line was very fast and gave the opposing defence continual trouble; the right wing was far the best, Eaton being the most prominent forward on the field and Charlesworth the best winger. Johnson was a trier at the centre forward position and scored a fine goal. Nash was very quick but did not look after his wing man as he might have done. Maddlesworth played well on the wing when he had the opportunity but he was up against a very sound half-back in Duncan who played a very sound game all through. Results: Whites, 4; Blues, 1.

Teams:— Whites—Wynne; Wynne and Bishop; Mair, McElvie and Lelliott; Charlesworth, Eaton, Johnson, Nash and Maddlesworth.

Blues—Forsyth; Wheeler and Smith; Duncan, Stewart and Post; Omar, Castledine, Humberton, Begg and Simpson. Referee: Mr. Smith.

"HAWKINS" v. SOUTH CHINA.

From the commencement the sailors pressed and Lan Hing Cheung brought off a fine clearance. Coming again, Warr received from G. A. Smith and shot just by from close range. South China took up the offensive and Penrose nearly put the ball into his own goal. Heathcote ran across however and kicked the ball out. The play was very fast and fairly even, both sides attacking in turn. A strong wind spoiled any chance of being good football, and the players did well to show such fine ball control. The sailors had the best of the play up to the interval but missed several chances and failed to score. Half time arrived with the score sheet blank.

The Chinese had the better of the play during this half and should have scored on several occasions. Pang Wah Hing had a fine chance but from close range kicked the ball at Heathcote and although the latter was beaten the ball rebounded off him into play where Wright cleared. Heathcote was called upon on several occasions and made some very good saves. The Hawks recovered near the end and the final whistle sounded with them pressing, but the score sheet still blank. The Hawks were rather lucky to be the first team to take a point from the Chinese this year as they were outplayed in the second half, although they had their full share of the game in the first half. Heathcote did well in goal and Wright was very sound at left back. Keen and Davenport were the best of the halves, and both played splendid games. The forwards were not dangerous; Hyde was about the best. The South China team were inclined to take things easy but warmed up in the second half and Chan So came very near to scoring on two occasions. Lan Hing Cheung was safe in goal, but indulged in too much fancy work. Chan So was the best full back and Lam Yuk Ying the best half back, the forwards were all very quick and took a deal of stopping. Result: Hawks, 0; South China, 0.

Teams:— Hawks—Heathcote; Peabury and Wright; Keen, Davenport and Carpenter; G. A. Smith, Hyde, Warr, Smith and Simpson.

South China—Lau Hing Cheung; Ng Kam Chuen and Chan So; Leung Yuk Tong, Wong Sui Wa and Lam Yuk Ying; Pang Kam Wing, Pang Wah Hing, Wong Pak Choon, Lai Wai Tong and Chang Kwong Yui.

"MARAZION" v. SACRED HEART.

Playing on the Garrison "A" ground the Marazion won by six goals to five. Pelworth scored all the goals, three in each half.

SOUTH CHINA "A" v. FILIPINO CLUB.

On the South China ground the "A" team won by five goals to nil.

CLUB RES. v. UNIVERSITY.

On the Navy "A" ground the Club won by three goals to one. The first goal was a lucky one, the goalkeeper sending the ball into the net in trying to clear from a well placed corner by Paul. Coates scored two goals for the Club, and S. C. Ting scored for the University from a penalty.

KOWLOON RES. v. "HOLLYHOCK."

Playing at Kowloon these teams were equal at the close the game ending in a draw of a goal all. Vickers scored for Kowloon and Newham for the Hollyhock.

SOUTH CHINA "B" v. "IRIQUOISE."

On the Garrison "B" ground South China beat the Iriquoise by three goals to two. Bloomfield and Rowan scored for the sailors, and Kwok, Siu Yau, Chui Kwong Yung and Chung Wing Shing for South China.

"TITANIA" RES. v. CLUB DE RECREIO.

This match had a distinct bearing on the second division championship and the sailors by winning put themselves on equal terms with the East Surrey's, each having dropped four points in matches played to date. The game was well contested and before the close the Titania had a lucky goal, the ball entering the net off their own goalkeeper put the Club de Recreio one down at the finish.

EAST SURREY'S RESERVES v. "DIOMEDE" RESERVES.

The leaders dropped a very valuable point in their match with the Diomedea on the Navy "B" ground. Both teams missed from a penalty and the game ended in a goalless draw.

TENNIS.

In the A division match C.R.C. v. L.R.C. the Chinese defeated the Indians by 50 games to 40.

ROYAL HONGKONG GOLF CLUB

LADIES' SECTION.

The general meeting of the Ladies' Section of the Royal Hongkong Golf Club was held at the Helena May Institute on Thursday last. There was a large attendance. Lady Rees-Davies, who presided, gave a short review of the work done last year by the outgoing Committee. The officers for the current year were afterwards elected as follows:— Captain—Mrs. E. D. C. Wolfe, proposed by Lady Rees-Davies and seconded by Mrs. F. A. Redmond.

Committee—Mrs. F. S. Cassidy, Mrs. F. Crawford, Mrs. C. W. McKenny, Mrs. E. J. R. Mitchell, Mrs. T. E. Pearce, Mrs. E. A. Remond.

Several matters of general interest were then discussed and votes of thanks were unanimously accorded to Lady Rees-Davies, Mrs. F. A. Redmond and the retiring Committee; to the Council of the Helena May Institute for their kindness in providing a room at the disposal of the Ladies' Section for their meetings, and to Messrs. Percy Smith, Seth and Fleming for their kind assistance throughout the past year.

THE PARIS FLOODS.

SCOTTISH LABOUR CONFERENCE
RESOLUTIONS.

JAPANESE STEAMER SINKING.

EMPRESS OF RUSSIA GOING TO HER ASSISTANCE.

PROPOSED AMERICAN COMBINE TO
CONTROL SILVER.LATEST CABLES.
(THROUGH REUTER'S AGENCY.)
PARIS FLOODS.
SCENES IN THE SUBURBS.

PARIS, January 5th.
The Seine is still rising, but less rapidly. The flood is expected to reach a level of twenty-four feet by to-morrow morning, when it is believed the maximum will be attained.

Workers at St. Denis are being conveyed to factories in boats manned by military engineers.

All shops at Afortville, above Paris, have been closed. Choisy is flooded, trains are delayed and the population is evacuating one quarter of the town where the water is 4½ feet deep.

Water at Ivry caused an explosion of calcium-carbide in a garage. The firemen, waist deep in water, fought the flames while the inhabitants of a neighbouring block of flats were saved from the fire in a boat.

INVALIDES RAILWAY STATION
FLOODED.

It is hoped that the flood has now reached its worst, since the highest level has already passed in the upper reaches of the Seine. Nevertheless, the situation is still threatening, as infiltration of the water has started in many parts of the centre of the capital remote from the river.

The sensation of the day was the collapse of a wall separating the Invalides Railway from the Seine. Water at the Invalides station was ten feet deep, preventing the resumption of traffic for at least several weeks.

Inhabitants in the suburbs continue to leave their homes, but the waters rose rapidly during the night time at Vitry, marooning a populous area which is now inaccessible. Women and children are visible on the roofs signalling with handkerchiefs and clothing.

Numerous works have been closed and many thousands of workers are idle.

SCOTTISH LABOUR.

HOME RULE AND THE RED FLAG.

LONDON, January 5th.
Addressing the annual conference of the Scottish Independent Labour Party at Edinburgh, Mr. William Martin, M.P., said that a Labour Government would not tolerate any dictation from any other Party, but would retain its independence and make its political programmes with unimpaired spirit. He emphasised that Labour was the strongest political party in Scotland, therefore, if they had home rule in Scotland, the red flag of Socialism would already fly from Parliament House. The Conference passed a resolution demanding relief of distress in the West Highlands, which speakers described as a disaster to a civilised nation, adding that the people refused to live on charity. A resolution was also passed condemning the Government's failure to deal with unemployment generally, declaring that the Government's ostracism of Russia had aggravated the unemployment problem.

A resolution was passed demanding that the Government refrain from helping the French military machine in the Ruhr.

AUSTRALIA'S TRADE.

BRITAIN GIVEN THE FIRST
OFFER.

LONDON, January 5th.
Mr. Bruce (Prime Minister of Australia) in a speech at Lincoln, declared that the Australian Commonwealth meant to develop manufactures as well as the output of foodstuffs and raw materials. He said: "She is not here as a suppliant for trade relations in order to benefit herself to the detriment of Great Britain. She believed in tariffs and, if unable to get a market in Great Britain, she would have to get one elsewhere. She had been already approached by other countries for reciprocal treatment, but, up to the present had refused such offers, because they would be detrimental to Great Britain."

BAVARIA AND THE REICH
GREATER PARTICIPATION IN
AFFAIRS SUGGESTED.

BERLIN, January 5th.
The Bavarian Government has addressed a memorandum to the Chancellor, suggesting a revision of the constitution for the purpose of the full re-establishment of the independence of individual states and their greater participation in the affairs of the Reich, particularly foreign affairs.

FRENCH ELECTORAL
PERIOD.

THE FALL OF THE FRANC.

PARIS, January 5th.
The French electoral period opens to-morrow with the election of one-third of the Senate. But little interest is taken in it except as a forecast for the really decisive elections to the Chamber of Deputies in April.

The chief significance lies in the fact that the Parties of the Left have effected a combination, which has found a new weapon of attack on the National Bloc in the fall of the franc, which they attribute to the failure of M. Poincaré's financial and foreign policies.

It is asserted that French holders of francs are becoming uneasy, selling francs and buying sterling. On the other hand, the fall is attributed to foreign speculators selling francs to purchase dollars, and it is even asserted by the *Petit Parisien* that the fall is due to the operations on foreign exchanges decided on at a congress of German bankers at Frankfurt in November.

THE AFGHANISTAN
FRONTIER.
ANGLO-RUSSIAN UNDERSTANDING
IMPERATIVE.

LONDON, January 5th.
Discussing the Afghanistan situation, the special correspondent of the *Observer* says that old frontier jealousies are once more blazing up. It is a mistake to think that the revolution has substantially changed Russian preoccupation in Central Asia, and, in the absence of a definite Anglo-Russian understanding, Asiatic affairs and complications must necessarily arise.

Russia has turned more than ever to the East, where she has made enormous sacrifices to maintain her footing in the Eastern markets, notably in Persia and Turkestan. The maintenance of Afghanistan as a buffer state is every whit as important to Russia as to India. This condition of affairs makes it urgent that Anglo-Russian relations should be placed on a proper diplomatic basis at the earliest possible moment. The one thing which would instantly silence the dissensions in the ruling party in Russia, and rally to the Government non-Bolshevik elements, would be any British challenge of the *status quo* in Central Asia.

A rash move on the North West Frontier may effect that more rapidly than is supposed, because the acuteness of suspicion on the other side is not realised.

GALE IN GULF OF LYONS
"ORSOVA" AND "CHINA" RECEIVE
A BUFFETING.

LONDON, January 5th.
The liners *Orsova*, from Australia, and the *China*, from India, experienced terrific weather in the Gulf of Lyons. Both vessels were compelled to heave to and were many hours late in reaching Toulon and Marseilles respectively, while they were a day late at Plymouth.

CROWN JEWELS FOR
RAILWAYS.
PERSIAN GOVERNMENT'S
DECISION.

TEHRAN, January 5th.
The Government has decided to sell part of the crown jewels and other valuables, in order to raise money for the construction of railways.

FRANCE AND THE SOVIETS.
WITHDRAWAL OF SOVIET COMMERCIAL
ORGANISATIONS.

PARIS, January 5th.
According to the newspapers, the entire Soviet commercial organisations in Paris will be temporarily closed and transferred to London in the near future, in consequence of the recent decision of the Seine Tribunal that goods nationalised by the Soviets belong, in the eyes of French law, to their original owners.

M. VENIZELIS IN GREECE.
ENTHUSIASTIC SCENES IN
NATIONAL ASSEMBLY.

ATHENS, January 5th.
Enthusiastic scenes were witnessed when M. Venizelos was elected President of the National Assembly.

ATHENS, January 4th.
M. Venizelos has arrived. He has had a lengthy conference with General Plastiras.

LATEST CABLES.
LOSS OF THE "DIXMUDE."
MORE WRECKAGE FOUND.

ROME, January 5th.
Advices from Sciacca, Sicily state that French vessels carrying out dredging brought to the surface a quantity of wire and ropes believed to belong to the *Dixmude*.

CROWDS WITNESS IMPRESSIVE
FUNERAL CEREMONY.

Crowds lined the streets during the impressive ceremony of the naval funeral accorded Commander Grenadan.

In the course of his funeral oration, the Minister of Marine declared that the loss of the *Dixmude* would not check the progress of aerial navigation.

"DIXMUDE'S" DOUBTFUL
FATE.

NO OFFICIAL CONFIRMATION.

PARIS, January 4th.
The Ministry of Marine has hitherto had no confirmation in regard to the position of the wreckage of the *Dixmude* or the discovery of two of the bodies of the crew. It has not been definitely established that the petrol can discovered at San Marco actually belonged to the *Dixmude* though it is admitted that similar cans were aboard the ship.

The naval authorities at Bizerta and Tunis have no knowledge of the reported discovery of bodies of members of the crew of the *Dixmude*.

THE MEXICAN REBELLION.

BRITISH CRUISER EN ROUTE FOR
TAMPICO.

MEXICO CITY, January 5th.
The Secretary of War denies that the Rebels have captured Tampico and the oilfields of Vera Cruz.

The British cruiser *Capo Horn* has arrived and departed for Tampico.

STORAGE TANKS FOR ROYAL
DUTCH CO.

THE HAGUE, January 5th.
The Royal Dutch Company is about to install forty-one large new tanks at Curacao, with a capacity of 1,268,000 barrels, to be ready in October.

OBITUARY.
PROFESSOR HAMBURGER.

GRONINGEN, January 5th.
The death is announced of Professor Hamburger, the famous chemist.

WORLD OF SPORT.
HOME FOOTBALL.

LONDON, January 5th.
Following are the results of Saturday's Association matches:

FIRST LEAGUE.
Birmingham, 3; Tottenham, H. 2.
Cardiff, C. 0; Aston Villa, 2.
Chelsea, 0; Arsenal, 0.
Everton, 2; Bolton, W. 2.
Huddersfield, T. 1; Blackburn R. 0.
Middlesbrough, 0; Sheffield U. 1.
Newcastle U. 4; Nottingham F. 0.
Notts C. 1; Sunderland, 2.
Preston N.E. 0; Burnley, 0.
West Brom. A. 2; Manchester City, 1.
West Ham U. 1; Liverpool, 3.
SCOTTISH LEAGUE.
Hibernians, 1; Falkirk, 0.
Motherwell, 2; Airdrieonians, 1.
Partick, 2; Morton, 0.
Queen's Park, 3; Kilmarnock, 1.
St. Mirren, 3; Third Lanark, 1.
Aberdeen, 2; Hearts, 1.
Ayr United, 2; Rangers, 1.
Celtic, 1; Hamilton A. 0.
Clydebank, 2; Clyde, 1.
Dundee, 1; Raith Rovers, 1.

LATEST CABLES.

NEW YEAR'S DAY AMENDED RESULTS.
Following are the amended Scottish League results of matches played on January 1st:

Motherwell, 3; Hamilton, 1.
Partick, R. Lanark (unplayed).
Bath R. 2; Clyde, 1.
St. Mirren, 0; Kilmarnock, 1.
Airdrieonians, 4; Falkirk, 1.
Ayr, 1; Morton, 0.
Celtic, 2; Rangers, 0.
Dundee, 1; Aberdeen, 1.
Hearts, 1; Hibernians, 1.

AUSTRALIAN CRICKET.
VICTORIA v. SOUTH AUSTRALIA.

MELBOURNE, January 5th.
Victoria in their first innings made 221, Ponsonford making 81. Whitty took 5 wickets for 49.
In their second innings Victoria made 357, Ponsonford scoring 159 by graceful and brilliant batting. He was at the wickets 3 hours and 53 minutes. Love made 105. South Australia in their first innings made 309, Arthur Richardson scoring 144 and Victor Richardson 100. Liddiard took 6 wickets for 62. South Australia, in their second knock, made only 171, Hartoff taking 5 wickets for 64 runs.

EARTHQUAKES IN ITALY.

ANCONA, January 4th.
Sixteen earthquake shocks in the neighbourhood of Pesaro and shocks in the neighbourhood of Mondolfo, Marotta and San Cesario caused damage. Several persons were injured. Authorities are providing shelter for the people, who, despite the snow, refuse to return to their homes.

EARLIER CABLES.
SEEING BY WIRELESS.
"TELEVISION" THIS YEAR.

LONDON, January 4th.
Colonel L. Estling Malone, Chairman of the Radio Association, interviewed in regard to the transmission of American broadcasting by the British Broadcasting Company, forecasted that in 1924 they would make "television" or "seeing by wireless," a practical possibility. He emphasised that at present it was possible for one individual to address simultaneously people in Europe, Africa and America, and nobody could foretell the ultimate development of international broadcasting. He urged an international agreement to control and co-ordinate these transmissions and give a fair share of "ether space" to all stations in any country which had first-class programmes or news. The Radio Association had communicated with the League of Nations conferring this and a conference had been arranged for 1924 under the auspices of the League to consider all aspects of the problem.

EMPIRE WIRELESS DELAY.

AUSTRALIAN PREMIER'S PROTEST.

LONDON, January 4th.
"The date of my departure is approaching and I cannot longer remain silent on the question of Empire wireless whereon there should be no real difficulty in coming to a definite conclusion," runs the opening passage of a statement issued by Mr. Bruce, the Australian Premier, pointing out that one station in Britain is utterly inadequate to meet the demands of the service which the Dominion desire to see installed; but owing to a dispute between the British Post Office and Marconi's there is no prospect of more than one station being erected which will mean that Empire wireless will be seriously handicapped. Mr. Bruce contends that either the Post Office should reach an agreement with Marconi permitting the latter to erect further stations or a definite statement should be published showing why the negotiations have failed and thus enable the public to allocate the blame.

EMPIRE ZINC COMBINATION.

LONDON, January 4th.
The Empire Zinc Combination and the Burma Corporation will pay interest on four million shares mortgaged to the trustees of Lloyd's Bank regardless of profits from zinc smelting and the manufacture of sulphuric acid. The present profits of the Company are estimated at £165,000 sterling per annum of which £13,000 will be produced by the continuance of the present rate of dividend declared by the Burma Corporation. The Directors estimate that in two years the profits should reach £320,000.

COLLIERY EXPLOSION IN
SWANSEA VALLEY.

LONDON, January 4th.
A terrible explosion occurred at midnight in the Rhodman colliery at Rhodman Brynamman in the Swansea Valley. Seven men engaged in driving a "drift" in search of coal were at the surface charging at the time of the accident and it is supposed that the explosives they were using became ignited. Six men were blown to pieces and portions of their bodies were found in the river and scores of yards away. A seventh man died in hospital. The explosion shook the neighbourhood and was heard six miles away.

RAILWAY STRIKE
THREATENED.

LONDON, January 4th.
A serious situation on the railways is threatened as a result of a ballot which embodied a provision empowering the Executive to call a national strike if necessary in the event of the award being rejected, but extreme measures are unlikely before the Union seeks modification of the award.

YOUTHFUL DUTCH CHESS
CHAMPION.

LONDON, January 4th.
The twenty-two year old Dutch chess champion, Max Euwe, has won the first prize in the Hastings chess championship, defeating Price in twenty-one moves.

LATEST CABLES.

PROPOSED SILVER COMBINE

WASHINGTON, January 5th.
Silver interests in the United States are considering the formation of a combine to secure greater American control of the price of silver.

The latest proposal is to incorporate in Canada, though no decision has been reached. Not all those concerned are convinced of the effectiveness of the action contemplated. It is pointed out that how to exert influence on the foreign silver market, without inviting depression of the home price, is the problem not yet solved.

BRITISH IMMIGRANTS FOR
CANADA.

OTTAWA, January 5th.
Arrangements have been made with transport companies to grant a preference of twenty per cent. on the trans-Atlantic rate to all British immigrants settling in Canada.

FAR EASTERN CABLE
NEWS.JAPANESE STEAMER IN
DIFFICULTIES."EMPRESS OF RUSSIA" TO THE
RESCUE.

LONDON, January 5th.

The steamer *Empress of Russia* has sent a wireless message via Alaska which states that the Japanese steamer *Kyogai Maru*, bound to Yokohama from Victoria is in a sinking condition in Latitude 49.30 North, Longitude 174.10 East. The *Empress of Russia* is proceeding to the assistance of the *Kyogai Maru*.

BOMB THROWN AT JAPANESE
IMPERIAL PALACE.

TOKYO, January 5th.

A demonstration took place outside the Imperial Palace to-night. The Palace was not occupied by members of the Imperial family.

A bomb was thrown by a Korean, but it did not explode.

It is reported that he arrived from Shanghai this morning and was found to be in possession of three bombs. He was arrested on the spot.

AFFAIR SHROUDED IN MYSTERY.

LATER.

It is becoming more apparent that the bomb thrower was prompted by a desire to protest against the formation of a House of Lords' Cabinet, though the police declare that he is a Korean.

A veil of mystery shrouds the whole affair. (Continued on next column.)

LIQUOR SEIZURES ON
BRITISH VESSELS.

A PROTEST FROM CANADA.

NEW YORK, January 5th.

Great Britain, at the instance of the Canadian Government, has requested the release of the British and Canadian members of the crew of the *Tomako*, also asking for further information respecting the seizure, British investigation having shown that the *Tomako*, which is Canadian owned, was seized well outside the three-mile limit.

British officials feel that they have no alternative but insisting on the rights of British owned vessels outside the traditional three-mile radius, which must remain the law until the new treaty extending the limit to hours' steaming distance from shore becomes effective. The American Authorities still profess doubt regarding the bona fides of the *Tomako's* British registry, and would like the question of seizure in such cases, outside the three-mile limit, settled by American courts.

WORLD PEACE PLAN.

ANOTHER BIG PRIZE OFFERED.

NEW YORK, January 5th.

Mr. Edward Filene, the well-known Jewish proprietor of a department store in Boston, has offered a \$50,000 prize for European competition for the best plan for world peace. Separate contests will be held in England, France and Italy. The competition will be similar to that recently initiated by Mr. Bok, the well-known American editor, of Dutch extraction, who offered a large prize for competition in the United States.

Mr. Filene says he might extend the competition to Germany, provided suitable persons can be procured to judge the plans submitted.

EARLIER CABLES.

AMERICA AND MEXICO.
ARMS AND AMMUNITION.

WASHINGTON, January 4th.
The United States sold the Obregon Government 5,000 1917 model Enfield rifles, 5,000,000 rounds of ammunition, and 8 aeroplanes. Mr. Weeks, Secretary for War, states that half of the material is to be paid for in cash and the remainder in thirty days. The supplies are not all that Mexico requested, but would meet present requirements.

The rebel steamer, *Progreso*, with supplies and troops aboard, is reported to be on the rocks near Vera Cruz, in danger. The Mexican Government ships are responding to the call for help.

GUAYMAS, January 4th.
Horta's headquarters announce that the rebels are now in possession of all the Mexican oilfields.

U.S. RAILWAY CONTROL IN
WARTIME.

WASHINGTON, January 4th.
Mr. Davis, the Director General of Railroads, announces that a settlement has been reached, amounting to 1,696 million dollars, in respect of all claims arising from the Government's control of railways in wartime.

NEW JAPANESE MINISTRY.

TOKYO, January 5th.

The Kenkyukai Party this morning submitted to Viscount Kiyoura a tentative Cabinet as follows, which it is believed will be approved to-day:—

Minister of Home Affairs, Doctor Rensaro Mizuno.
Minister of Finance, Kazuyoshi Shoda.
Minister of War, General Masataro Fukuda.
Minister of Navy, Admiral Kantaro Suzuki.
Minister of Justice, Mr. Kishiburo Suzuki (former Vice-Minister of Justice and now Procurator General).
Minister of Education, Mr. Sonshi Egi.
Minister of Agriculture and Commerce, Viscount Tohisada Maeda (ex-Minister of Communications in the Kato Ministry).
Minister of Communications, Mr. Kenjiro Komatsu.
Minister of Railways, Count Venkichi Oki.
Minister of Foreign Affairs, Baron Yoshio Fujimura.

Baron Fujimura is a member of the business executive and a former director of the Mitsui Bussan Kaisha, Shanghai and London.

Baron Fujimura has never held political office before but has been a member of the Upper House since 1915.

The tentative Cabinet will comprise Members of the Kenkyukai four; Minority Parties, four; without members of the War Ministry and Navy Ministry.

LATER.

The Cabinet outlined this morning has been accepted.

The installation will probably take place on Sunday.

LATER.

Baron Matsui, ex-Ambassador to France, has accepted the Foreign Ministership.

LATER.

Owing to strong opposition to Baron Fujimura, Viscount Kiyoura will hold the post of Foreign Minister as well as that of Premier for the present.

The fact that the Cabinet was definitely decided upon to-day shows that the Ministers for Home, Finance, Justice, Education, and Agriculture will be the same as already outlined.

Other members of the Cabinet are: Minister of War, General Issai Ugaki (at present Vice-Minister).
Minister of Navy, Admiral Kakuichi Murakami (Naval Counselor).
Minister of Communications, Baron Yoshio Fujimura.
Minister of Railways, Mr. Kenjiro Komatsu.

JAPANESE MINERS ENTOMBED.

SAPPORO, Hokkaido, January 5th.

More than one hundred miners are entombed and many are believed to be dead as the result of a gas explosion in a coal mine at Utashinai, near here. Nine are known to be dead and 12 fatally injured.

FIVE JUNKS, PIRATED.

SHANGHAI, January 6th.

Messrs. Butterfield and Swire's steamer *Chungking* reports having picked up four men, part of the crew of a junk, three miles off Tungshan.

The men reported that their junk and four others had been pirated. Details are lacking.

CANTON CUSTOMS DISPUTE.

FURTHER PROTESTS FROM CHINESE
BUSINESS MEN.

PEKING, January 5th.

The Inspector-General of Customs has received further telegrams, strongly protesting against any misappropriation of Customs surplus funds, from Chinese bankers and Chambers of Commerce at Hankow, Chinkiang, Changshu (Kiangsu), Nantungchow and Yangchow.

These show that Chinese protests are not confined to Treaty Ports, but are widespread throughout the commercial centre of China.

THE MURDERED MISSIONARY.

PRIEST SHOT WITHOUT WARNING.

PEKING, January 5th.

Later reports from Suiyuan state that forty disbanded soldiers, entered Father Soenen's residence and without warning, shot down the priest and looted the house. The reports do not mention other looting.

The outrage is attributed to a desire to embarrass Ma Chi, as there was not apparently the slightest animosity against the priest.

The French Legation has protested to the Waichao.



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"SAFARORA" ...	Rotterdam, Amsterdam, Hamburg & Bremen	Mid. of Feb., "

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Sailings from Hongkong

For CANTON on or about 8th Jan.

For HAIPHONG via Hoihow & Pakhoi on or about 12th Jan.

For KEELUNG via Swatow & Amoy on or about 10th Jan.

For "NANYO MARU No. 1" on or about 10th Jan.

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Tel. Central No. 145.

Top Floor, King's Building, Tel. Central No. 140.

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HISTORY OF LLOYD'S REGISTER

ORIGIN IN A COFFEE HOUSE.

Speaking at the Commerce Society of the London School of Economics on the work of Lloyd's Register, Mr. Andrew Scott, Secretary of Lloyd's Register of Shipping, said the Register of Shipping started many years ago in Lloyd's Coffee House. The coffee houses in those days were business and social centres, and there information was gathered about ships.

The first register was printed in 1790, and the first register, extant was for the years 1761-5-6, and contained the names of the owners of the ships, the captains, ports ships were travelling between, the tonnage, and number of guns carried. It was the only book in the world in which alterations were stamped in type. The registers were maintained by the underwriters and carried on by them. Then the classification was reorganized, and in 1834 the Society of Lloyd's Register for registration was an accomplished fact, and a Committee was formed, to whom was entrusted the whole of the interests concerned. They then began the task of putting into practice the classing of vessels according to intrinsic merit.

Lloyd's at the present day was governed by a management committee, and they published a list of ships, which comprised an enormous volume, that was sent all over the world. Mr. Scott then went on to say that "chairs" in naval architecture had been established in several of our universities, and a large number of scholarships had been provided which had had the result of producing many eminent naval architects. (Cheers)

P. AND O. REPORT.

The accounts to September 30th show that after providing for depreciation, and adding £103,737 to the insurance fund, bringing it up to £3,200,000, there is a credit balance of the year's accounts, including £101,799 brought forward from last year, of £317,975; and directors proposed 5 per cent. dividend on preferred stock (of which 2½ per cent. paid as interim), 12 per cent. dividend on deferred stock, free of income tax (of which 6 per cent. paid as interim), to reserve for redemption 5½ per cent. debenture stock, £123,000; to Provident Good Service Fund, £10,000; forward to next year, £101,873.

Fleet.—The *Banca*, the *Malta*, the *Sonali*, and *Commonwealth* have been sold; they stood at nominal figures in the company's books. The *Mongolia* which at the date of the last report was under construction, was delivered last spring, and has made two satisfactory voyages since entering the service. The *Moditan* and *Malaga*, two steamers of 20,800 tons each, were delivered in time for the autumn passenger sailings, and the directors are confident will prove valuable ships for the company's work.

In order to strengthen the fleet the directors, although prices are still above pre-war figures, have considered it desirable to contract for four fast steamers of 18,000 tons, more particularly for the London-Bombay mail line, and these new ships, which are being constructed by Messrs. Harland & Wolff, Ltd., and by Messrs. Hawthorn, Leslie & Co., Ltd., figure in the fleet list under the names of the *Ranapindi*, *Rajputana*, *Ranpara* and *Ranchet*.

In addition, and more particularly to speed up the Indian Mail Service, an express steamer mainly intended for the run between Aden and Bombay, has been contracted for with Messrs. Harland & Wolff, Ltd. This vessel, which will be of some 10,000 tons gross register, is expected to be delivered in the summer of next year, and is shown in the fleet list under the name of *Ranipet*.

The directors have also entered into contracts with Messrs. Barclay Curie, Ltd., and Mrs. Alexander Stephens & Co., Ltd., for three passenger and cargo ships of 16,000 tons each, mainly for the Australian Line. These ships will have large capacity for cargo and more particularly for the conveyance of refrigerated produce.

A small feeder of 1,020 tons is being built for the Singapore and Straits trade.

Summary.—Conditions of working in all spheres of the company's operations have been very difficult during the past 18 months, caused by labour troubles, and shipbuilding has been hung up by the boiler-makers' strike. The directors reported last year there were indications of a slight improvement in the outward trade business, but it is still very poor, although the company's ships secure their share of the business doing. The homeward trade has shown little improvement. The company's passenger business has been satisfactory. The earthquake in Japan has affected the company's business there, but the resource of the Japanese people is such that already business with Yokohama has been resumed. The mail service has continued to be carried on satisfactorily, and the pre-war schedule is now in operation, with exception of the Australian service.

B.I. CO'S ANNUAL REPORT.

The British India Steam Navigation Company's report for the year ended October 30th, shows net profits of £112,000 and a dividend of 8 per cent. for the year. £23,000 is carried forward. Seventeen steamers which could not be worked at current rates were sold, three steamers and four motor-ships were added to the fleet, and a further six steamers are being built. The total tonnage is now 53,500, two thousand-ton motor vessels are being constructed, and it is hoped that recent economic and improvement in freight will result in better profits in the current year.

The Austrian Budget statement shows that the deficit for 1924 will be reduced to £2,500,000, a third of that of the preceding year.



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GIANT OF UNDERSEAS

APPROACHING COMPLETION OF
SUBMARINE XI.

It is expected that the huge submarine XI, building at Chatham, will be completed early in the present year. The craft will be not only the longest underwater vessel in the world, but also the fastest, says the *Morning Post*. Her surface speed will be 33 knots, enabling her to accompany the ships of the battle fleet even when they are steaming at full speed, thus overcoming a real difficulty with regard to submarines in the past. XI will carry six 5.5-inch guns and a unique armament for a submarine. Her displacement of 3,500 tons will be almost as great as that of a light cruiser of the "Caroline" class.

Since she was laid down many alterations have been made in the original design, and she will be in the nature of an experiment. Apart from ordnance fittings, her cost will be £220,000.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILLINGS	SUBJECT TO	ALTERATION.	
RANGOON via SWATOW	"HOPSANG"	Tuesday, 8th Jan., 10 a.m.	
SHANGHAI via SWATOW	"YATSHING"	Wednesday, 9th Jan., 7 a.m.	
STRAITS & CALCUTTA	"HOSANG"	Wednesday, 9th Jan., 3 p.m.	
SHANGHAI via SWATOW	"TAKSANG"	Friday, 11th Jan., 7 a.m.	
HAIPHONG via HOIHOW	"MINGSANG"	Friday, 11th Jan., 10 a.m.	
SHANGHAI	"FOOSHING"	Saturday, 12th Jan., 7 a.m.	
MANILA	"YUENSANG"	Saturday, 12th Jan., 11 a.m.	
SHANGHAI via SWATOW	"KWONGSANG"	Sunday, 13th Jan., 7 a.m.	
YENGTAI via SWATOW	"WINGSANG"	Wednesday, 16th Jan., 7 a.m.	
STRAITS & CALCUTTA	"NAMSANG"	Wednesday, 16th Jan., 3 p.m.	
KOREA via SHANGHAI	"KUTSANG"	Thursday, 17th Jan., 7 a.m.	
DALNY & YOKOHAMA	"HINSANG"	Tuesday, 22nd Jan., 1 p.m.	
SANDARAN	"CHUNSANG"	Wednesday, 30th Jan., 8 a.m.	
HANGKOK via HOIHOW			

CALCUTTA LINE.—This line affords regular sailings to Calcutta, Penang and Singapore, rejoining from Calcutta, steamers proceed via Swatow and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, and are fitted with wireless and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through bills of lading are issued to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo calling at Haiphong when Indonesian mail.

BOERNE LINE.—Fortnightly sailings to and from Sandakan by vessels, 1,000 tons, the *Merak*, *Hibisang* and *Maubang* (both steamers) carrying passengers, cargo, mail, and through bills of lading for Kudat, Jesselton, Labuan, Tawau and Lahad Dairi.

YENGTAI LINE.—A regular service from March to November between Hongkong and Yentai, calling at Wobah and Chefoo.

HANGKOK LINE.—A weekly service is provided between Hongkong and Hangkook via Swatow, by five steamers fitted with up-to-date passenger accommodation.

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HOMEWARDS

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"GLENBANDA"	18th Jan.	24th Jan.	London, Rotterdam & Hamburg.
"GLENBROOKSHIRE"	14th Feb.	20th Feb.	London, Rotterdam & Hamburg.
"GLENBROOKSHIRE"	18th Feb.	24th Feb.	London, Rotterdam & Hamburg.
"GLENLUCE"	10th Mar.	16th Mar.	London, Rotterdam & Hamburg.

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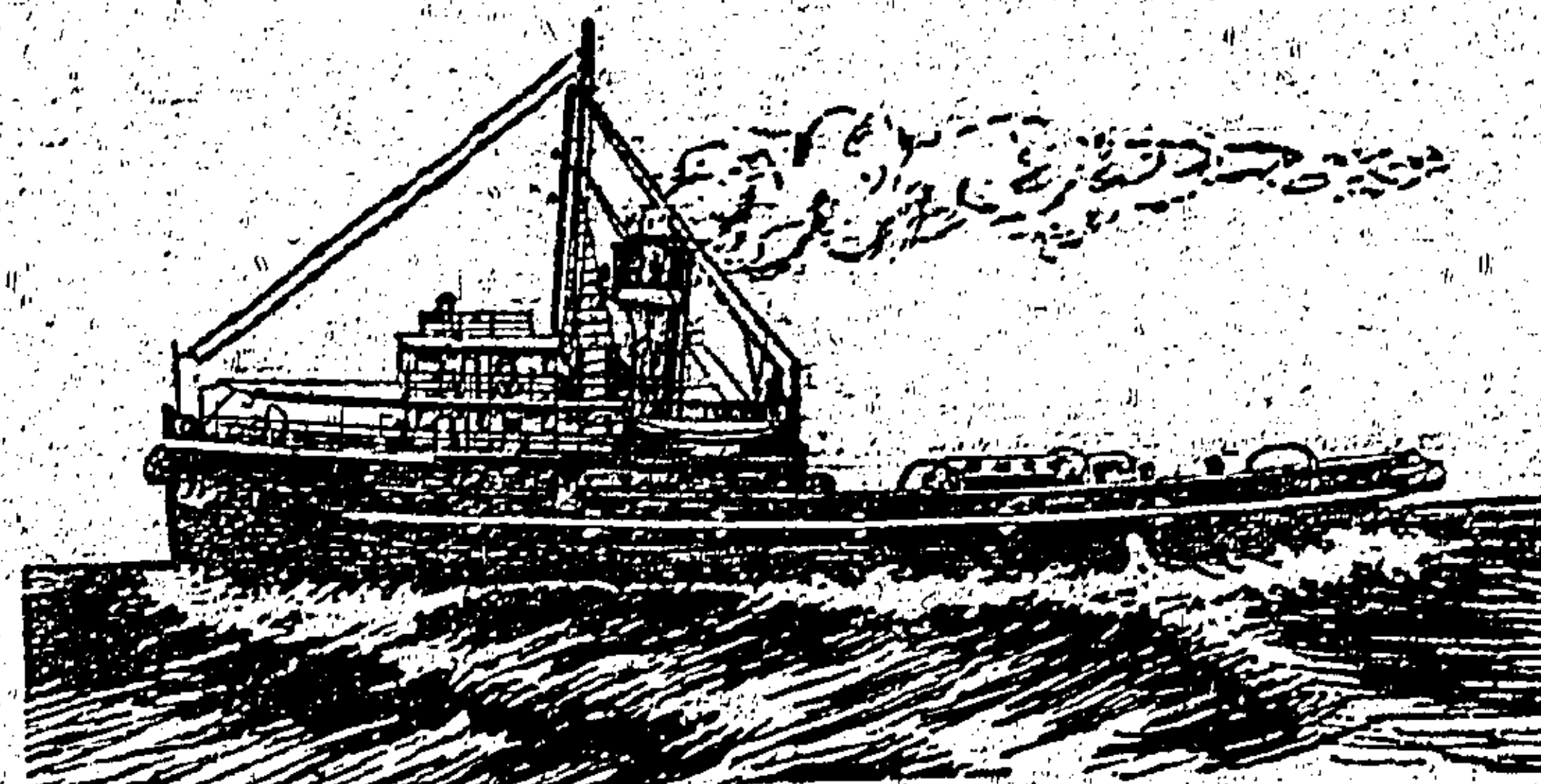
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SHIPPING NEWS

ARRIVALS.

January 6th.
Chunghai, British str., 3,831 tons, Capt. J. W. Keynes, from Fremantle, with a general cargo, lying at buoy No. 133.
Mackinnon, Mackinnon & Co.
Hol Canton, British str., 288 tons, Capt. Leung Long, from Kwang Chow Wan, with a general cargo, lying at Young Tai Hung wharf.—Hong On S.S. & Co.
President Wilson, American str., 2,315 tons, Capt. Henry Nelson, from San Francisco, with a general cargo, lying at Kowloon wharf.—Pacific Mail S.S. & Co.

January 5th.
Baika, Danish str., 1,049 tons, Capt. E. Juel Hansen, from Bangkok, with a general cargo, lying at buoy No. 239.
Duke of Devon, Italian str., 1,892 tons, Capt. Desionio Nello, from Shanghai, with a general cargo, lying at buoy No. 40.—Dodwell & Co.
Hongkong, British str., 501 tons, Capt. W. Brewer, from Swatow, with a general cargo, lying at Chai On wharf.—Chin On S.S. Co.

January 4th.
Japan, British str., 3,437 tons, Capt. A. Munro, from Calcutta and Singapore, with a general cargo, lying at Kowloon wharf.—Mackinnon, Mackinnon & Co.
Kai, British str., 2,213 tons, Capt. H. R. Watkins, from Melbourne and Manila, with a general cargo, lying at buoy No. 423.—H. & S.

January 3rd.
Zim, British str., from Canton, lying at buoy No. 41.
Lincoln, British str., 1,416 tons, Capt. A. Maraschini, from Peking, with a general cargo, lying at buoy No. 410.
Sing Kee.

January 2nd.
Mackinnon, Japanese str., 2,433 tons, Capt. N. Suzuki, from Wakamatsu, with a coal and general cargo, lying at buoy No. 421.—Nango Yusen Kaisha.

January 1st.
Panama, British str., 3,910 tons, Capt. T. Clark, from Shanghai, with a general cargo, lying at buoy No. 41.—B. & S.
Penn, Italian str., 3,409 tons, Capt. G. A. Car Zato, from Singapore, with a general cargo, lying at Kowloon wharf.—Dodwell & Co.

January 1st.
Panama, British str., 1,192 tons, Capt. H. C. Kiddle, from Haikow, with a general cargo, lying at buoy No. 41.—Chung Yue S.S. & Co.
President Grant, American str., 3,405 tons, Capt. M. M. Jensen, from Manila, with a general cargo, lying at Kowloon wharf.—Admiral Oriental Line.

January 1st.
Panama, Chinese str., 1,023 tons, Capt. A. Cornelissen, from Hongkong, with a coal lying at buoy No. 413.—Luen Fat.

January 1st.
Panama, Norwegian str., from Canton, lying at Stoucuter.
Song, French str., 589 tons, Capt. E. Houzeau, from Benning, with wood, lying at Kowloon Bay.—E. A. Seiller.

January 1st.
Stanley, American str., 3,742 tons, Capt. L. B. Wilks, from Boston and Cuba, with a general cargo, lying at buoy No. 432.—Admiral Oriental Line.

January 1st.
Saitang, British str., from Canton, lying at buoy No. 41.

January 1st.
Saigun, Japanese str., 1,503 tons, Capt. G. Kawanuma, from Shanghai and Swatow, with a general cargo, lying at buoy No. 434.—N.Y.K.

January 1st.
Taipei, British str., 1,265 tons, Capt. W. McIntosh, from Shanghai and Swatow, with a general cargo, lying at buoy No. 412.—B. & S.

January 1st.
Yat, Chinese str., 864 tons, Capt. N. Schuikre, from Kwang Chow Wan, with a general cargo, lying at buoy No. 41.—Tung Woo S.S. & Co.

January 1st.
Yatung, British str., from Canton, lying at buoy No. 430.

January 6th.
Druher, Norwegian str., 1,102 tons, Capt. Nils Hjorth, from Bangkok, with a general cargo, lying at buoy No. 412.—Thoresen & Co.

January 6th.
Fakusei Maru, Japanese str., from Canton, lying at buoy No. 431.

January 6th.
Haikow, British str., 1,267 tons, Capt. F. J. Gill, from Coast ports, with a general cargo, lying at Douglas wharf.—Douglas Line & Co.

January 6th.
Kwang Sang, British str., 1,425 tons, Capt. W. H. Richard, from Shanghai and Swatow, with a general cargo, lying at J. M. & Co., West Point wharf.—J. M. & Co.

January 6th.
Manila, British str., 1,505 tons, Capt. A. MacEachran, from Shanghai and Swatow, with a general cargo, lying at buoy No. 414.—B. & S.

January 6th.
President Grant, American str., 3,351 tons, Capt. Thos. P. Quinn, from Seattle and Shanghai, with a general cargo, lying at Kowloon wharf.—Admiral Oriental Line.

January 6th.
Saitang, British str., 1,172 tons, Capt. E. H. Miller, from Bombay and Singapore, with a general cargo, lying at Kowloon wharf.—Mackinnon, Mackinnon & Co.

January 6th.
Soleken, Norwegian str., 1,435 tons, Capt. A. Norvald, from Saigon, with rice, lying at buoy No. 421.—K. Larsen & Co.

January 6th.
Szechuan, British str., 1,594 tons, Capt. J. Gibbs, from Shanghai and Swatow, with a general cargo, lying at buoy No. 412.—B. & S.

January 6th.
Taipei, British str., from Canton, lying at buoy No. 41.

January 6th.
Taipei, British str., from Canton, lying at buoy No. 41.

January 6th.
Duchessa D'Orléans, for Singapore.
Fakusei Maru, for Foochow.
Hakuden, for Samarang.
Langdon Hall, for Shanghai.
Shanghai, for Swatow.
Shikita Maru, for Amoy.
Sicilia, for Shanghai.
Szechuan, for Canton.
Van Vollenhove, for Hoikow.

PASSENGERS.

ARRIVALS.
 Per s.s. *Haikow* on January 6th: Major C. F. Gordon, Mr. and Mrs. Wolf and two children, Mr. H. H. Mabey, Mrs. Brewster, Miss Nicholson, Mr. S. E. Phool, Mr. W. Brown, Miss E. Dains, Mr. T. K. King, W. Luk Chun Shiu.
 Per s.s. *President Wilson*, for Hongkong, on January 5th: Mrs. G. Anderson, Mr. and Mrs. H. A. R. Conant, Miss Elaine M. Conant, Miss Elizabeth Conant, Master Harold Conant, Mr. and Mrs. F. McD. Courtney, Mr. J. R. Greer, Master Jack Revell Greer, Mr. Ramon Koc, Miss Mary McFarland, Miss Emma Olson, Miss Kathleen A. Roberts.

DEPARTURES.
 Per s.s. *President Wilson*: Mr. and Mrs. G. C. Brownell, Mrs. M. Cuno, Miss Mary Cuno, Mr. Joseph W. Crow, Mr. Kenneth S. Clark, Mr. F. Campbell, Miss A. Day, Mrs. E. A. Drew, Miss L. M. Drew, Mr. Alfred E. Edgcomb, Mr. and Mrs. J. Stuart Eassey, Mr. Charles S. Ferguson, Miss Minnie Crole, Rev. M. Garcia, Com. C. Green, Miss E. B. Kitchings, Mr. and Mrs. Robert J. Harrison, Mrs. Elsie M. Ishell, Mr. Geo. T. Lim, Miss Alice F. Lindsey, Miss Grace Lindley, Mr. Wm. A. McVean, Mr. J. W. McFarren, Mr. V. H. Masfield, Mr. M. Miller, Mr. and Mrs. M. M. Perez, Miss Mary Reidy, Mrs. M. L. Russell, Mr. Jas. D. Sullivan, Mr. F. Sadahs, Mrs. V. F. Scott, Miss A. Sheldon, Mr. and Mrs. L. H. Stacey, Mr. B. Teodoro, Com. and Mrs. Harold C. Train, Miss M. Train, Miss Harriet C. Train, Mr. J. Dunont Villars, Mr. and Mrs. Stephen H. Wells, Sr. M. R. Voornvess, Mr. and Mrs. H. Walker, Mrs. Yeo, W. Weaver, Miss C. Weaver, Mr. John Williamson and Rev. C. Yoldi.

SHIPPING MOVEMENTS.

The E. & A. Co.'s s.s. *St. Athanas* left Manila for this port on the 5th inst., at noon, with the outward Australian mails, and is due here on the 8th inst., at daylight.

VESSELS EXPECTED.

Agapenor (Blue Funnel), due Jan. 17th.
Benavon (Bank Line), due January 8th.
Caprun (Admiral Oriental), due January 20th.
Demadocus (Blue Funnel), due February 4th.
Elkon (Barber Line), due Jan. 13th.
Empress of Russia due Jan. 15th.
Korea Maru (T.K.K.), due January 8th.
Le de Housay (M.M.), due Jan. 7th.
Menor (Blue Funnel), due to-day.
Phenias (Blue Funnel Line), due January 25th.
Prometheus (Blue Funnel Line), due Jan. 30th.

A GIANT FLOATING DOCK.

The first of large sections to be added to the giant ex-German floating dock was launched at Chatham Dockyard on Nov. 10th. Before surrendering the dock, which is stated to be the largest in the world, the Germans damaged it, necessitating construction of new sections. Each of the new sections will be 160 feet long, 80 feet wide and 100 feet high. When the sections are added the dock will be capable of receiving the largest warship afloat. It is again reported that the dock is to be sent to Singapore.

P. AND O. "NALDERA"

The P. & O. steamer *Naldera* left London on 4th inst. on her first trip to the Far East. She has been previously been employed in the Indian and Australian Mail Service. She is due in Hongkong about the 8th February and will be the largest P. & O. vessel yet seen in this harbour.

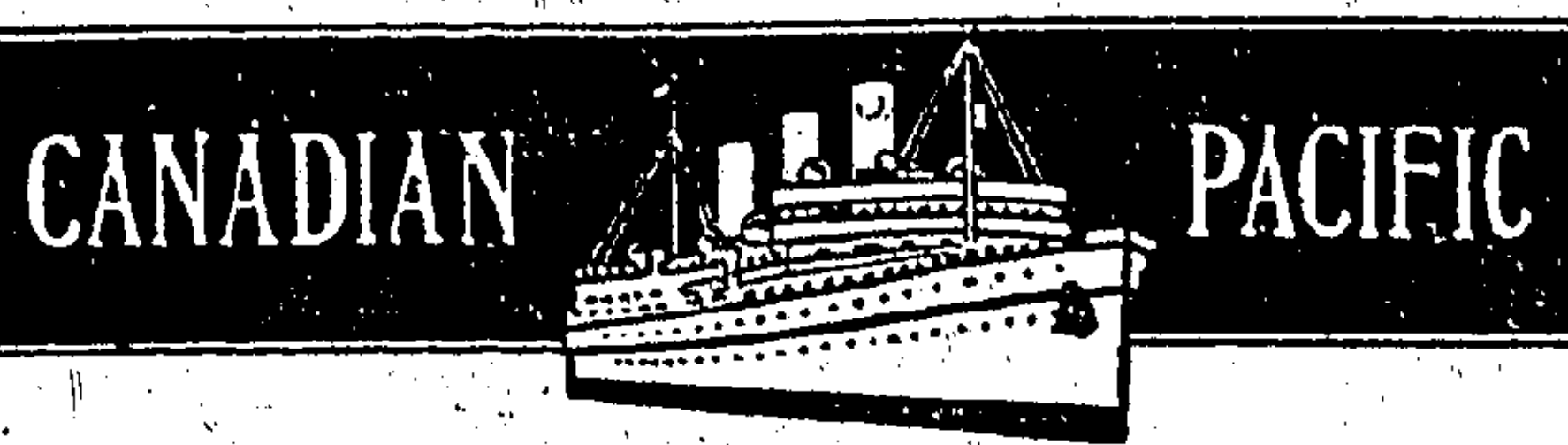
The s.s. *Naldera* is 15,000 tons gross register, and is driven by two sets of quadruple expansion reciprocating engines developing 18,000 horse-power. Her length is 505 feet, breadth 67 feet 2 inches, with a moulded depth of 47 feet 4 inches. She has accommodation for 334 first saloon passengers and 247 second saloon passengers. Access from one deck to another is rendered easy by two electrically-driven lifts. There is an up-to-date library for the use of passengers and also a laundry on board which will be found of great convenience to passengers travelling with children. The public rooms comprise, in addition to the usual dining saloons, spacious music saloons, divan, and smoking rooms.

The P. & O. Company forward us a list of nearly 450 passengers who are on board. We notice among them the names of Dr. and Mrs. G. D. R. Black, Mr. J. W. Albaster, Mr. G. H. Gompertz, Mr. and Mrs. F. G. Hall, Mr. and Mrs. H. A. Lammer, Mr. J. S. McCann, Mr. D. Tolan, and Mr. G. McN. Wilson.

HONGKONG TIDE TABLE

From January 7th to 13th, 1924.

Days of Week	HIGH WATER.		LOW WATER.	
	Day of Month	Height.	Day of Month	Height.
Mon.	7	10 59	4 7	4 18
Tues.	8	9 57	5 1	3 8
Wed.	9	10 10	5 9	3 50
Thur.	10	11 2	5 5	4 25
Fri.	11	11 7	6 24	4 1
Sat.	12	0 32	6 3	5 18
Sun.	13	0 54	6 0	7 20
		2 47	5 0	8 48



HOME VIA CANADA

Hongkong to England

From Hongkong	Due Vancouver	From Vancouver	Due England
Empress Asia	Jan. 10	Jan. 28	Montclair Feb. 8
Empress Russia	Feb. 7	Feb. 25	Marloch Mar. 7
Empress Australia	Feb. 22	Mar. 12	Melita Mar. 19
Empress Asia	Mar. 13	Mar. 31	Montrose Apr. 11

Other Atlantic sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg. Allotment of cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

HONGKONG-MANILA SERVICE.

Commencing with the arrival of the *Empress of Russia*, 25th March, the *Empress of Asia* and *Empress of Australia* will make the round trip to Manila from Hongkong, leaving Hongkong on Wednesday after arrival, arriving Manila, Friday Morning, leaving Manila Saturday Evening and arriving Hongkong Monday Morning, 7 A.M.

Three Trans-continental Trains Daily. Standard Sleeping Cars, Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

Passenger Department: Tel. 752. Cables: GACANPAO.
 Freight and Express: Tel. 42. Cables: NAUTILUS.

T. K. K.

THE PATHWAY OF THE SUN

REDUCED FARE TO EUROPE.
 First class throughout. £120. Mono class steamers on the Atlantic.
 HONGKONG TO SAN FRANCISCO.
 VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU.
 STEAMERS.
 KOREA MARU 20,000 tons, Jan. 23rd, 1924.
 SHINYO MARU (calling at Manila) 20,000 tons, Feb. 1st, 1924.
 SIBERIA MARU (calling at Dairen) 20,000 tons, Feb. 17th, 1924.
 TAIYO MARU 20,000 tons, Mar. 16th (from Yama).
 HONGKONG TO VALPARAISO.
 VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, MANZANILLO, BALBOA, CALLAO, MOLENDINO, ARICA AND IQUIQUE.
 THENCE BY TRANS-ANDIAN ROUTE TO BUENOS AIRES.
 STEAMERS. TONS. LEAVE HONGKONG.
 RAKUYO MARU 18,500 January 25th.
 JAPAN-HONGKONG-JAVA SERVICE.
 OSACA, KOBE, MOJI, DAIREN, HONGKONG, BATAVIA, SAMARANG AND SOERABAYA.
 STEAMER. DESTINATION. LEAVE HONGKONG.
 PRESIA MARU Yokohama & Osaka January 23rd.
 NEW YORK LINE. (Freight only).
 VIA JAVA AND SUEZ.
 STEAMER. LEAVE HONGKONG.
 For full information regarding Passengers, Freight & Sailings. Apply to—
 Agents at Canton: Y. TSUTSUMI, Manager. King's Building. Tel. No. C. 2374 & 2375.
 Messrs. T. E. GRIFFITH.

COMPANIA TRASATLANTICA DE BARCELONA

Spanish Royal Mail Line

For MANILA, SINGAPORE, COLOMBO, SUEZ, PORTSAID, BARCELONA and other SPANISH PORTS.

SS. "ISLA DE PANAY" 8th Feb, 1924.
 For SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.
 SS. "ISLA DE PANAY" 19th Jan, 1924.

The steamers of this Company are all classed 100 A1 at Lloyd's and are fitted with every modern convenience for the comfort and safety of the passengers. Stewards and Doctor carried.
 For Freight and/or passage apply to—
 BOTELEHO BROS. Alexandra Building, Hongkong.

SHIPBUILDERS,

SHIP REPAIRERS,

BOILER MAKERS,

FORGE MASTERS,

OXY-ACETYLENE

ELECTRIC WELDERS,

MECHANICAL AND

ELECTRICAL

ENGINEERS.

TAIKOO DOCKYARD & ENGINEERING COMPANY
 OF HONGKONG, LIMITED.

- DRY DOCKS -

Length 787 Feet.

Length on Blocks 750 Feet

Depth on Centre of

SILL (H.W.O.S.T.) 34 ft. 6 in.

- THREE SLIPWAYS -

Capable of Handling Ships Up

to 3,000 Tons Displacement.

Electric Crane at Sea Wall, Capable of

Lifting 100 Tons at 70 Feet Radius.

BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, LTD.)

TEL. ADDRESS: "TAIKOO DOCK, HONGKONG." AGENTS.

TELEPHONE NO. 212.

HONGKONG, CHINA & JAPAN.

CALL FLAG: "C" OVER AIR FREIGHT.

PACIFIC MAIL

STEAMSHIP COMPANY

MANAGING AGENTS—UNITED STATES SHIPPING BOARD

TRANS-PACIFIC SERVICE

FAST NEW AMERICAN STEAMERS TO

SAN FRANCISCO

SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

S.S. "PRESIDENT WILSON" ... Sunday, Jan. 13th, at 10 a.m.

Sailing and Fares subject to Change Without Notice.

LOW FARES TO EUROPE

LOCAL EQUIVALENT OF

£120 £112 £110

WITH STOP OVER PRIVILEGES AT PORTS OF CALL AND POINTS IN UNITED STATES.

VISIT

SAN FRANCISCO
 LOS ANGELES
 SALT LAKE
 CHICAGO
 NEW YORK.

CONNECTING WITH ANY

DIRECT TRANS-CONTINENTAL RAILWAY AND ATLANTIC STEAMERS.

VISIT

YOSEMITE
 GRAND CANYON
 FEATHER RIVER
 YELLOW STONE PARK
 NIAGARA FALLS.

HONGKONG-MANILA

S.S. "PRESIDENT LINCOLN" ... Wednesday, Jan. 23rd, at 4 p.m.

HONGKONG-CALCUTTA

FREIGHT ONLY

CALCUTTA via SINGAPORE, PENANG & RANGOON.

S.S. "LAKE GITANO" ... Friday, Jan. 4th, 1924, at 5 p.m.

For Full Information regarding Rates, Space, etc., Apply to—

PACIFIC MAIL STEAMSHIP CO.

1st Floor, QUEEN'S BUILDING, HONGKONG.

Cable Address: Tel. Central 141. Canton Agents: "SOLANO" 3323 HOLYOAK MASSEY & CO., LTD.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports
 Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.
 Through passage rates to Europe via America G. \$405, G. \$420, G. \$440

KAGA MARU ... Tuesday, 8th Jan., at 11 a.m.
 IYO MARU ... Monday, 28th Jan.
 MAREILLES, LONDON & ANTWERP via Singapore, &c.
 HAKONE MARU ... Wednesday, 16th Jan., at 11 a.m.
 SUWA MARU ... Wednesday, 30th Jan.

HAMBURG via LONDON & ROTTERDAM.
 LIVERPOOL via MAREILLES & VALENCIA.
 SYDNEY & MELBOURNE via Manila, &c.
 YOSHINO MARU ... Wednesday, 16th Jan., at 11 a.m.
 AKI MARU ... Wednesday, 13th Feb.

NEW YORK & BOSTON via PANAMA.
 TATSUNO MARU ... Thursday, 10th Jan.
 BURNESIAHIES via Singapore, Durban & Cape Town.
 KAMAKURA MARU ... End of Jan.

BOMBAY via Singapore and Colombo.
 SADO MARU ... Thursday, 10th Jan.
 MOJI MARU ... Monday, 28th Jan.

CALCUTTA via Singapore, Penang & Rangoon.
 MALACCA MARU ... Sunday, 27th Jan.
 OSAKA MARU ... Saturday, 9th Feb.

NAGASAKI, KOBE & YOKOHAMA.
 AKI MARU ... Sunday, 13th Jan., at 10 a.m.
 SHANGHAI, KOBE & YOKOHAMA.
 MATSUYE MARU ... Sunday, 13th Jan.
 WAKASA MARU ... Sunday, 20th Jan.
 HAKOYAKI MARU ... Wednesday, 23rd Jan.

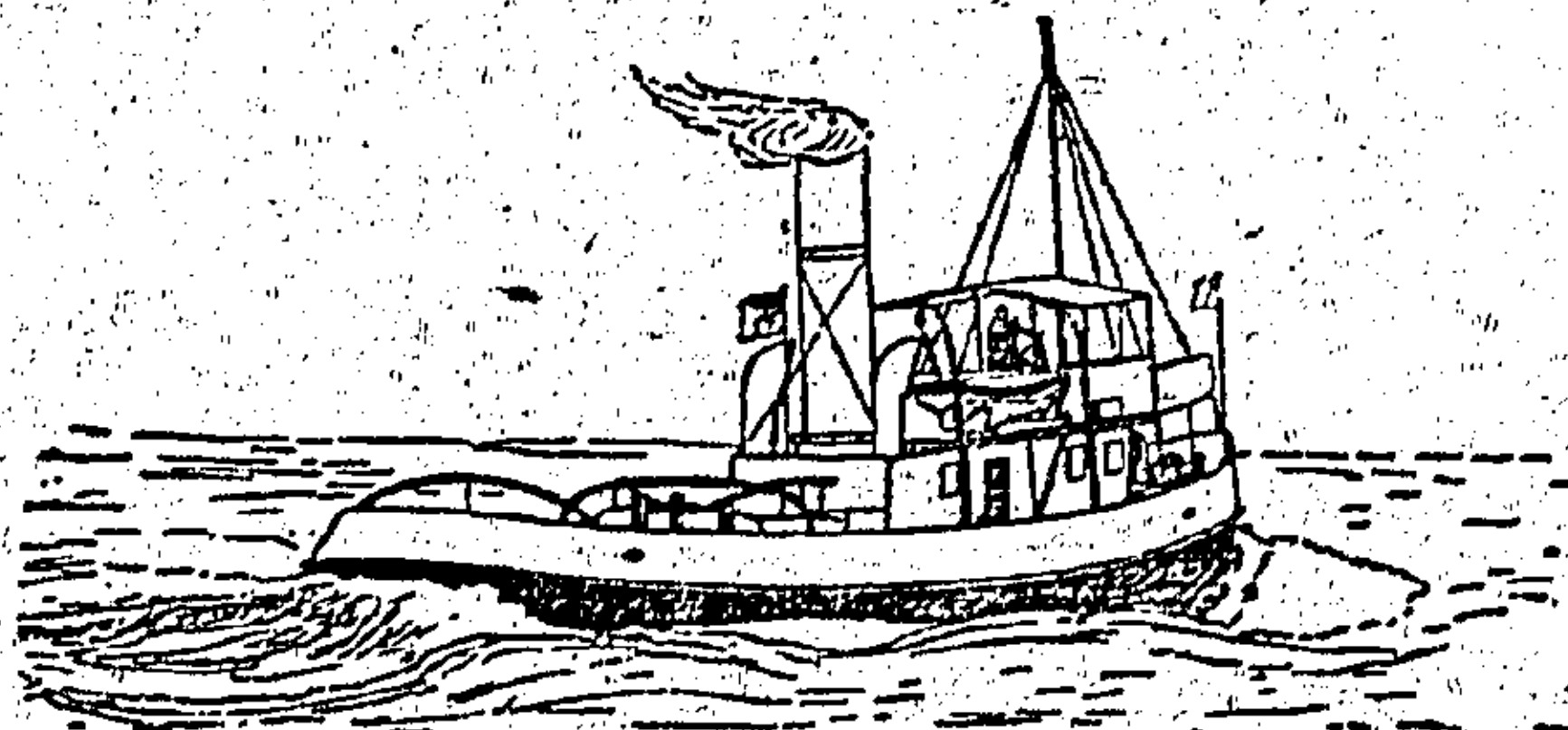
For further information apply to— NIPPON YUSEN KAISHA

Telephone: Central Nos. 224, 223 & 222. Y. YAMAMOTO, Manager.

W. S. BAILEY & CO., LTD.

SHIPBUILDERS, MARINE AND LAND ENGINEERS

builders of Vessels up to 1,500 Tons; Fast Steam Launches and Motor Craft of all kinds; Tugs, Barges, Oil Tankers, Light-draft and River Steamers; Vessels built and shipped for re-creation abroad.



COLLIER FOR BOAT "LION" BUILT BY W. S. BAILEY & CO., LTD.

Boilers, Makers Founders and Constructional Engineers and Repairers

ELLERMAN BUCKNALL STEAMSHIP COMPANY, LTD.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

"SANDON HALL" 13th January Havre, L'don, R'dam & Hamburg
"CITY OF CAMBRIDGE" 28th January Marseilles, London, Rotterdam & Hamburg.

PASSENGER SERVICE.

"CITY OF CANTERBURY" 10th January Shanghai & Kobe.
"CITY OF CANTERBURY" 31st February Marseilles, London, etc.
"CITY OF YORK" 30th March Do.
"CITY OF CAIRO" 18th April Do.

FARES TO LONDON.

SINGLES 1st Class "A" £2 9s. "B" £2 5s. 2nd Class "A" £2 6s. "B" £2 5s.
RETURNS "A" £4 18s. "B" £4 10s. "A" £4 10s. "B" £4 10s.
Cargo Steamers, Saloon Passage £56.

For further particulars apply to—

THE BANK LINE, LTD.
(Tel. Central 780).

HOLYOAK, MASSEY & Co., LTD., CANTON.

BOSTON AND NEW YORK Joint Service of the

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AMERICAN & MANCHURIAN LINE (ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"PELEUS" via Suez Canal 15th Jan.
"LANGTON HALL" via Suez Canal 25th Jan.
"HYSON" via Suez Canal 5th Feb.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.
(JOHN SWIRE & SONS, LTD.)

HONGKONG AND CANTON, HOLYOAK, MASSEY & Co., LTD., CANTON.

M. MESSAGERIES MARITIMES M. SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hongkong and Sailing for Shanghai and Japan.	Probable Sailings from Hongkong for Marseilles.
PAUL LECAT	—	—	7th Jan. 1924.
ANDRE LEBON	—	—	21st Jan. "
AMBOISE	—	—	4th Feb. "
CORDILLERE	14th Dec.	17th Jan.	18th Feb. "
ANGERS	28th Dec.	31st Jan.	3rd Mar. "

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance).

A Class (1st Class) £25. 0s. 0d. B Class (1st Class) £25. 0s. 0d.
STEAMERS (2nd) £25. 0s. 0d. STEAMERS (2nd) £25. 0s. 0d.

Through Tickets to London and Leaving Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNES COMMERCIALES (Cable Boats).

"MEINAM" loading for MANILA, MARSEILLES, HAVRE, ANWERP, & DUNKIRK, about 11th January, 1924.

Also through Billings issued to HELSINKI, REVAL and RIGA.

Sailings subject to alteration without notice.

For full Particulars apply to—

MESSAGERIES MARITIMES CO.,
2, QUAI DE BONAPARTE, PARIS.
Telephone: Central 740.
3) CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAICHING Capt. E. J. Gill Tuesday, 8th Jan., at 1 p.m.
HAIPHONG Capt. Ellis Walker Tuesday, 15th Jan., at 1 p.m.

Arrive and Departures from the Company's Wharf (near Blake Pier)

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,
General Manager.

JAPAN COAL AND GENERAL IMPORTS & EXPORTS

AGENTS FOR—

THE MITSUBISHI MARINE & FIRE INSURANCE CO.
THE NIPPON MARINE & FIRE INSURANCE CO.

MITSUBISHI SHOJI KAISHA (MITSUBISHI TRADING CO., LTD.)

HEAD OFFICE—TOKIO.

No. 14, PEDDER STREET, HONGKONG

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CAYMAN, INDIA, PERSIAN GULF, WEST INDIES,
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, AND SEA,
EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS. (Under Contract with H.M. Government.)

S.S.	Tonnage	From Hongkong (about)	Destinations
"KHIVA"	9,097	12th Jan. Noon	Marseilles, London & Antwerp.
"SICILIA"	6,813	19th Jan.	S'pore, Penang, Colombo & Bombay.
"MACEDONIA"	11,088	26th Jan.	B'way, Marseilles, London & Antwerp.
"KASHGAR"	8,400	9th Feb.	Marseilles, L'don. & A'werp.
"SODAN"	6,596	13th Feb.	S'pore, Penang, Colombo & Bombay.
"MOIRA"	10,811	23rd Feb.	B'way, Marseilles, London & Antwerp.
"KARMA"	9,088	8th March	Marseilles, London & Antwerp.
"NARDERA"	15,993	22nd March	B'way, Marseilles, L'don. & A'werp.
"SICILIA"	6,813	28th March	S'pore, Penang, Colombo & B'way.
"KHIVER"	9,014	5th April	Marseilles, London & Antwerp.
"CHINA"	7,853	19th April	do.
"SODAN"	6,596	26th April	S'pore, Penang, Colombo & B'way.
"KALYAN"	9,118	3rd May	Marseilles, London & Antwerp.
"KASHGAR"	8,400	17th May	do.
"KHIVA"	9,097	24th May	do.

BRITISH INDIA-APCAR SAILINGS

"TORILLA"	5,205	25th Jan.	Singapore, Penang & Calcutta.
"JAPAN"	6,032	1st Feb.	do.

EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,500	2nd Feb.	Manila, Sandakan, Thursday, Island, Townsville, Brisbane, Sydney & Melbourne.
"EASTERN"	4,000	27th Feb.	do.
"ARAFURA"	6,000	2nd Apr.	do.

Frequent connections from Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILING TO SHANGHAI & JAPAN

"JAPAN"	6,052	8th Jan. D.L.	Amoy, Shanghai & Kobe.
"ST. ALBANS"	4,500	8th Jan.	Moji & Kobe.
"MOIRA"	10,811	12th Jan.	Shanghai, Moji & Kobe.
"TALMA"	8,000	18th Jan.	Moji & Kobe.
"KARMA"	9,088	28th Jan.	Shanghai, Moji & Kobe.
"TANDA"	8,596	31st Jan.	Moji & Kobe.
"SODAN"	6,596	31st Jan.	Shanghai & Kobe.
"EASTERN"	4,000	1st Feb.	Shanghai.
"NARDERA"	15,993	2nd Feb.	Moji & Kobe.
"TAKADA"	6,849	3rd Feb.	Shanghai, Moji & Kobe.
"KHIVER"	9,014	14th Feb.	Moji & Kobe.
"NELLORE"	6,853	22nd Feb.	Shanghai, Moji & Kobe.
"CHINA"	7,853	6th Mar.	Shanghai & Kobe.
"ARAFURA"	6,000	8th Mar.	Shanghai, Moji & Kobe.
"SICILIA"	6,813	13th Mar.	Moji & Kobe.
"KALYAN"	9,118	13th Mar.	Shanghai.
"KASHGAR"	8,400	4th Apr.	Shanghai, Moji & Kobe.
"ST. ALBANS"	4,500	5th Apr.	Moji & Kobe.
"SODAN"	6,596	9th Apr.	Shanghai.
"KHIVA"	9,097	18th Apr.	Shanghai, Moji & Kobe.
"DELTA"	8,067	2nd May	do.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while waiting for the carrying steamer.
First Saloon Passengers may travel by R.L.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels (weighing not more than 2½ ft. x 2 ft. x 1 ft.) will be received at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage Fares, Freight Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.,
23, Des Voeux Road Central, HONGKONG. Agents.

DODWELL & CO., LIMITED

NEW YORK BERTH

For NEW YORK & BOSTON via SUEZ
S.S. "KENDAL CASTLE" sailing on or about 28th Jan.

LLOYD TRIESTINO.

TAKING CARGO FOR GENOA, NAPLES, VENICE, TRIESTE AND ALL ITALIAN PORTS, ALSO CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

FIUME having been re-opened for Traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR BALCON PASSENGERS.
REDUCED FARE FROM HONGKONG TO ITALIAN PORTS £88.

FOR SHANGHAI YOKOHAMA & KOBE

"PERIA" sailing on or about 7th Jan.
"ANNA" sailing on or about 15th Jan.
"ROSANDRA" sailing on or about 2nd Feb.

FOR BRINDISI, VENICE & TRIESTE

via SINGAPORE, PENANG & COLOMBO.
"DUCHESSE D'AOSTA" sailing on or about 7th Jan.
"PERIA" sailing on or about Early Feb.

*This steamer has been specially chartered to facilitate the forwarding of cargo intended for the reconstruction of the devastated areas in Japan.

NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.
"UMVOLOSI" sailing on or about 7th Feb.

Regular Passenger and Cargo Service to South African Ports, Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—
DODWELL & CO., LIMITED.
Telephone Central 1020. Agents.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamer	Date of Departure
AMOI & SHANGHAI	"YINGCHOW"	On 8th Jan. D.L.
SWATOW & BANGKOK	"KALGAN"	On 8th Jan. Noon.
SHANGHAI	"SZECHUEN"	On 8th Jan. D.L.
MANILA	"TAMING"	On 8th Jan. 4 p.m.
HAIPHONG	"YUNNAN"	On 10th Jan. 10 a.m.
SHANGHAI & PUKOW	"KANCHOW"	On 11th Jan. D.L.
SHANGHAI & TSINGTAO	"SINKIANG"	On 12th Jan. D.L.
HOHOW & BANGKOK	"CHENAN"	On 13th Jan. 10 a.m.
AMOI & SHANGHAI	"NEWCHOW"	On 14th Jan. D.L.
SWATOW & BANGKOK	"KIVANGTUNG"	On 15th Jan. 10 a.m.
SWATOW & SINGAPORE	"LINAN"	On 16th Jan. 10 a.m.

SHANGHAI LINE.—Excellent Saloon accommodation and cabins, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai leaving Hongkong Sundays (via Swatow and extending to Fuzhou), Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Tientsin). Cargo taken on through Bills of Lading to all foreign and North China ports. Passengers for Shanghai do not require to tranship at Swatow.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to—
BUTTERFIELD & SWIRE
1000 SWIRE & SONS, LTD.,
Agents.
CARGO & PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATIONS

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Kobe
"KUT"	5th January, a.m.	9th January, 4 p.m.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation. Electric Light throughout and Electric Fans in the State Rooms. A fully qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports. For freight and passage apply to—
BUTTERFIELD & SWIRE
(John Swire & Sons, Ltd.) Agents.
Telephone Central No. 52.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON
and
NEW YORK

S.S. "GAELIC PRINCE" 9th Jan. 1924
S.S. "GOTHIC PRINCE" 28th Jan. "

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED
(Incorporated in Great Britain)
84 George's Building

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore

Colombo, Suez and Port Said.

"ALTAI MARU" Sunday, 10th Feb.

SINGAPORE, COLOMBO, DUTTERA and Cape Town.

"YOKAI MARU" Tuesday, 8th Jan.

"HIMALAYA MARU" Monday, 7th Jan.

SAIGON, BANGKOK & SINGAPORE Sunday, 20th Jan.

"KISHU MARU" Friday, 1st Feb.

CALCUTTA via Singapore & Rangoon.

"MALAY MARU" Wednesday, 16th Jan.

VICTORIA, SEATTLE, TACOMA & VANCOUVER via Shanghai and Japan.

"MANILA MARU" Saturday, 10th Jan.

NEW YORK via Japan Port, San Francisco and Panama.

"HAMBURG MARU" Middle of Dec. from Shanghai.

"HAMBURG MARU" Middle of Jan.

JAPAN PORTS—Moji, Kobe, Osaka, Yokohama & Nagoya.

"MANILA MARU" Thursday, 10th Jan.

KEELUNG via SWATOW & AMOI.

"KALAMARU" Sunday, 13th Jan., 10 a.m.

TAKAO via SWATOW & AMOI.

"SOBU MARU" Thursday, 17th Jan., 8 a.m.

TAKAO & KEELUNG.

"KISHU MARU" Wednesday, 16th Jan.

For further particulars please apply to—

OSAKA SHOSHEN KAISHA

T. SHIMA, Manager.

Telephone No. 4088, 4089, 4090.

13

STROTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS

EXPRESS FREIGHT SERVICE.

FOR LOS ANGELES AND SAN FRANCISCO

FROM HONGKONG BY DIRECT ROUTE

U.S.S. "West Chopaka" Due Hongkong 16th Jan.

U.S.S. "West Chopaka" Leave Hongkong 17th Jan.

U.S.S. "West Farallon" Due Hongkong 27th Jan.

U.S.S. "West Farallon" Leave Hongkong 29th Jan.

JAPANESE ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY

SAILINGS FOR ATLANTIC SEABOARD PORTS—THROUGH BILLS OF

LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

FOR SAIGON & SINGAPORE.

U.S.S. "West Montpelier" Due Hongkong 26th Jan.

U.S.S. "West Montpelier" Leave Hongkong 27th Jan.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS, NOT SEE-RED.

FOR MANILA, CEBU, ILOILO AND P-I PORTS.

U.S.S. "West Carmona" Due Hongkong 10th Jan.

U.S.S. "West Carmona" Leave Hongkong 11th Jan.

For Full Information Apply to

STROTHERS AND BARRY.

1st Floor, Queen's Building.

Phone Central No. 3006.

JAPAN-CHINA-PHILIPPINES.

A. E. FRANK, Acting Gen. Agent.

INDO CHINA STRAITS & JAVA.

1129

POST OFFICE NOTICE.

INWARD MAILS.

From	Per	Date
LONDON, letters via Brindisi, 4th Dec.	Mentor	7th Jan.
SHANGHAI	Paul Levi	7th Jan.
AUSTRALIA & MANILA	St. Albans	8th Jan.
SHANGHAI	Kaucho	8th Jan.
AUSTRALIA & MANILA	Alf. Mars	12th Jan.

OUTWARD MAILS.

For	Per	Date
Shanghai, Japan, Canada, U.S.A., Central & South America & EUROPE via Victoria, B.C.—due Victoria, B.C., 24th Jan.	Pres. Grant	Monday, 7th, Registration 8.00 A.M. Letters 8.30 A.M.
Saigon, Java, Ceylon, Mauritius, L. Marques, South Africa, India via Dhanushkodi, Aden, Egypt and Europe via Marseilles—due Marseilles, 8th Feb.	Paul Levi	Registration 1.45 P.M. Letters 2.30 P.M.
Swatow, Amoy & Foochow	Hydrangea	2.30 P.M.
Shanghai	Tienkwan	3.00 P.M.
Amoy	Yingchow	5.00 P.M.
Shanghai and Japan	Kaga Maru	Tuesday, 8th, 9.30 A.M.
Straits, Egypt and Europe via Marseilles—due Marseilles, 8th Feb.	Patroclus	Registration 9.45 A.M. Letters 10.30 A.M.
*Swatow and Bangkok	Kalpan	10.00 A.M.
Swatow, Amoy & Foochow	Haiching	Noon
Manila	Pres. Madison	3.30 P.M.
Shanghai	Szechuan	5.00 P.M.
Swatow	Yatshing	5.00 P.M.
Straits Ceylon, Mauritius, L. Marques, South Africa, India via Dhanushkodi, Aden, Egypt and Europe via Marseilles—due Marseilles, 8th Feb.	Sado Maru	Wednesday, 9th, 10.30 A.M.
Straits & Calcutta	Hosang	1.00 P.M.
Japan	Kut	2.30 P.M.
Manila	Taming	2.30 P.M.
Haiphong	Yunnan	Thursday, 10th, 8.30 A.M.
Shanghai	Kanhowai	9.00 P.M.
Swatow	Kwongning	5.00 P.M.
Shanghai, Japan, Canada, U.S.A., Central and South America and EUROPE via VANCOUVER, B.C.—due Vancouver, B.C., 28th Jan.	Empress of Asia	Parcels 5.00 P.M. Registration 10th, 9.15 A.M. Letters 10.00 A.M.
Shanghai	Sinkiang	Friday, 11th, 5.10 P.M.
Straits, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Aden, Egypt and Europe via Marseilles—due Marseilles, 8th Feb.	Rhine	Parcels 5.00 P.M. Registration 12th, 9.45 A.M. Letters 10.30 A.M.
Japan	Alf. Mars	Sunday, 13th, 9.00 A.M.
Swatow, Amoy & Foochow	Huifong	Tuesday, 15th, Noon
Manila, Australia and New Zealand via Thursday Island—due Thursday Island, 27th Jan.	Yeshino Maru	Wednesday, 16th, 8.45 A.M. Registration 9.00 A.M.
Straits, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Aden, Egypt and Europe via Marseilles—due Marseilles, 16th Feb.	Bakons Maru	Registration 3.45 A.M. Letters 9.30 A.M.
Java via Batavia	Tjibodas	10.30 A.M.

*Correspondence bearing vessel's name only

COMMERCIAL.

OPENING QUOTATIONS.

5th January, 1924	
On London—	
Telegraphic Transfer	23 1/2
Bank Bills, on demand	23 1/2 15/16
Bank Bills, at 30 days' sight	24
Bank Bills, at 4 months' sight	24 1/2
Credit, at 4 months' sight	24 1/2 11/16
Documentary Bills, 4 months' sight	24 1/2 13/16
On Paris—	
Bank Bills, on demand	1,020
Credit, 4 months' sight	1,080
On New York—	
Bank Bills, on demand	50 1/2
Credit, at 30 days' sight	52 1/2
On Bombay—	
Telegraphic Transfer	163
Bank Bills, on demand	163
On Calcutta—	
Telegraphic Transfer	163
Bank Bills, on demand	163
On Shanghai—	
Bank Bills, at sight	nom.
Private, 30 days' sight	110
On Yokohama—On demand	93 1/2
On Manila—On demand	99
On Singapore—On demand	135 1/2
On Batavia—On demand	nom.
On Haiphong—On demand	70 1/2
On Saigon—On demand	70 1/2
On Bangkok—On demand	83 1/2
Gold Loan, 100 fine, per tael	50 1/2
Bar Silver, per oz.	83 15/16

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong
 Authorized Capital ... \$50,000,000
 Issued and Fully Paid-up ... \$20,000,000
 Reserve Funds:—
 Sterling ... \$4,500,000
 Silver ... \$4,500,000
 Reserve Liability of Proprietors \$20,000,000

Court of Directors:
 Hon. Mr. A. O. Lane—Chairman.
 D. G. M. Bernard, Esq.—Deputy Chairman.
 A. H. Compton, Esq. J. A. Plummer, Esq.
 G. T. M. Edkins, Esq. N. L. Watson, Esq.
 Hon. Mr. P. H. Holt. H. P. White, Esq.
 W. L. Patterson, Esq.

Chief Manager:
 Hon. Mr. A. G. STEPHEN.

Acting Manager: Hongkong—
 J. McARTHUR, Esq.
 Manager: Shanghai—G. H. STOTT, Esq.

LONDON BRANCH:
 WESTMINSTER BANK, LTD.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.
 Hongkong, 14th November, 1923. [37]

HONGKONG SAVINGS BANK.

THE business of this Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balance at 2 1/2 per cent. per annum.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
 A. G. STEPHEN,
 Chief Manager.
 Hongkong, 14th November, 1923. [38]

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853
 HEAD OFFICE: LONDON

Paid-up Capital ... £1,000,000
 Reserve Fund ... £2,500,000
 Reserve Liability of Proprietors ... £2,500,000

FOREIGN EXCHANGE and General Banking business transacted.
 CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.
 A. H. FERGUSON,
 Manager.
 Hongkong, May 8th, 1923. [39]

THE BANK OF TAIWAN, LIMITED.

(TAIWAN CHINA).
 Incorporated by Special Imperial Charter, 1892.

Capital Subscribed ... Yen 60,000,000
 Capital (Paid-up) ... Yen 52,500,000
 Reserve Funds ... Yen 12,500,000

HEAD OFFICE: TAIPEI, FORMOSA

BRANCHES:
 JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.
 KOREA—Ginsan, Kagi, Kurehiko, Keelung, Makung, Nanto, Pusan, Shinchiku, Taichu, Tainan, Takow, Tamani, Tohyon, Aiko.

CHINA—Shanghai, Hankow, Kinkiang, Amoy, Foochow, Swatow, Canton.

OTHERS: Hongkong, Bangkok, Singapore, Batavia, Bombay, London, New York.

LONDON BANKERS:
 LONDON COUNTRY WESTMINSTER AND PARL BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, etc.
 Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.
 S. KONDOH,
 Manager.
 HONGKONG BRANCH,
 4, Des Voeux Road,
 Hongkong, 16th September, 1923.

Virginia's Best

Sweetness, Coolness, Infinite Satisfaction—a feeling of Supreme Content.

The man who enjoys a Virginia Cigarette and has never smoked Three Castles has yet to taste perfection.

THE THREE CASTLES CIGARETTES

There's no sweeter tobacco comes from Virginia and no better brand than the Three Castles.
 THACKERAY—The Virginians.

W.D. & H.O. WILLS
 Bristol and London.



This advertisement is issued by British-American Tobacco Co. (China), Ltd.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE

(DIRECT).
 "PATROCLUS" 8th JAN. Marseilles, London & Rotterdam
 "MENELAS" 11th JAN. London, Rotterdam & Hamburg.
 "LAOMEDON" 19th JAN. Amsterdam, London & Antwerp.
 "LYCAON" 29th JAN. London, Rotterdam & Hamburg.

LIVERPOOL SERVICE

(DIRECT OR VIA CONTINENTAL PORTS).
 "DIOMED" 10th JAN. Marseilles, Havre, Liverpool & Glasgow.
 "TITAN" 20th JAN. Genoa, Marseilles, Liverpool & Glasgow.
 "CYCLOPS" 3rd FEB. Marseilles, Havre, Liverpool & Glasgow.

PACIFIC SERVICE

(VIA KOBE AND YOKOHAMA).
 "TYNDAREUS" 28th JAN. } Victoria, Seattle & Vancouver.
 "PROTEUS" 10th FEB. }

NEW YORK SERVICE

(VIA SUEZ OR PANAMA).
 "PELUS" 16th JAN. via Suez and Boston.
 "HISON" 5th FEB. via Suez and Boston.

PASSENGER SERVICE

"MENTOR" 7th JAN. for Shanghai.
 "PATROCLUS" 3th JAN. for Singapore, Marseilles & London.
 "MENTOR" 4th FEB. for Singapore & London.
 "TEIRESIAS" 18th MAR. for Singapore & London.
 "SARVEDON" 22nd APRIL for Singapore, Marseilles & London.

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO

BUTTERFIELD & SWIRE

(Jointly with & Sons, Ltd.),
 AGENTS.

ASIA BANKING CORPORATION

UNITED STATES GOVERNMENT DEPOSITORY

CAPITAL ... U.S. \$4,000,000

HEAD OFFICE—NEW YORK

Owned and controlled by a group of leading American Banks under control of Federal Reserve Bank and the New York State Banking Department.

General Banking Business.

BRANCHES:—

SHANGHAI, PEKING, TIENTSIN, HANKOW, CANTON, MANILA, YOKOHAMA, SINGAPORE AND HONGKONG.

D. M. BIGGAR

THE BANK OF EAST ASIA, LIMITED.

HEAD OFFICE:—
 No. 10, Des Voeux Road, C.,
 HONGKONG.
 Established 1918.

Authorized Capital ... \$10,000,000.00
 Paid-up Capital ... 5,000,000.00
 Reserve Fund ... 600,000.00

DIRECTORS:
 Mr. PONG WAI TING, Chairman.
 Hon. Mr. CROW SHAN Mr. KAN YING PO.
 "SON" Mr. MOH CHING KONG.
 Mr. LI KEON CHUN Mr. WONG YUN TONG.
 Mr. FUNG PING SHAN Mr. CHAN CHING SHE.
 Mr. P. K. KWOK Mr. NG CHANG LOK.
 Mr. HUYNH.

Chief Manager ... Mr. KAN TONG PO.
 Asst. Manager ... Mr. LI TEE FONG.

BRANCHES & AGENCIES:—
 LONDON
 PARIS
 SHANGHAI
 KOBE
 YOKOHAMA
 RAIGON
 NAGASAKI
 SINGAPORE
 TIENTSIN
 MANILA
 BATAVIA
 BOMBAY
 CALCUTTA

Every description of Banking and Exchange business transacted.
 INTEREST allowed on Current Accounts to 2 per cent. per annum, on Savings Accounts Four per cent. per annum, and on Fixed Deposits at the following rates:—
 For 6 months at the rate of 3 per cent. per annum
 For 12 months at the rate of 4 per cent. per annum
 For 18 months at the rate of 4 1/2 per cent. per annum
 For 24 months at the rate of 5 per cent. per annum
 KAN TONG PO,
 Chief Manager.
 Hongkong, December 31st 1923. [34]

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid-up) ... Yen 100,000,000
 Reserve Fund ... Yen 75,000,000

HEAD OFFICE: YOKOHAMA.

Branches and Agencies at:

Batavia, Kobe, Soerabaya
 Bombay, London, Bangkok
 Buenos Ayres, Lyons, San Francisco
 Calcutta, Lyons, Los Angeles
 Changchun, Manila, Shanghai
 Dairen (Dalny), Nagasaki, Singapore
 Fengtien, Nagoya, Shimonoseki
 Hankow, Newchwang, Sydney
 Harbin, Peking, Tientsin
 Kailuen, Rangoon, Yunnan
 Kailuen, Rangoon, Yunnan

Interest allowed on Current Accounts.
 Deposits received for fixed periods at rates to be obtained on application.
 T. NISHIYAMA,
 Manager.
 Hongkong, 17th Sept., 1923. [35]

THE YOKOHAMA SPECIE BANK, LIMITED.

(Specially authorized by Presidential Mandate of the Republic of China on the 2nd of November, 1917.)

Authorized Capital ... \$50,000,000.00
 Paid-up Capital ... 12,738,800.00
 Reserve Funds ... 6,239,423.00

HEAD OFFICE: PEKING.

HONGKONG BRANCH:—4, Queen's Road Central.

Branches and sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

London Bankers:—The National Provincial and Union Bank of England, Ltd.

The Guaranty Trust Co. of New York.

New York Bankers:—The Irving National Bank.

The Equitable Trust Co., New York.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on approved securities.

Special facilities for Home Exchanges.

TSUYEE PEI,
 Manager.
 Hongkong, September 26th, 1921. [36]

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